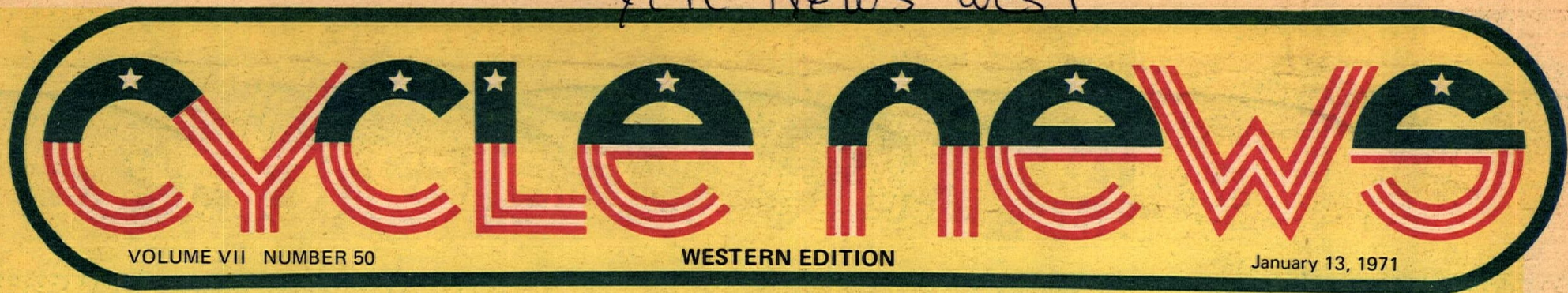
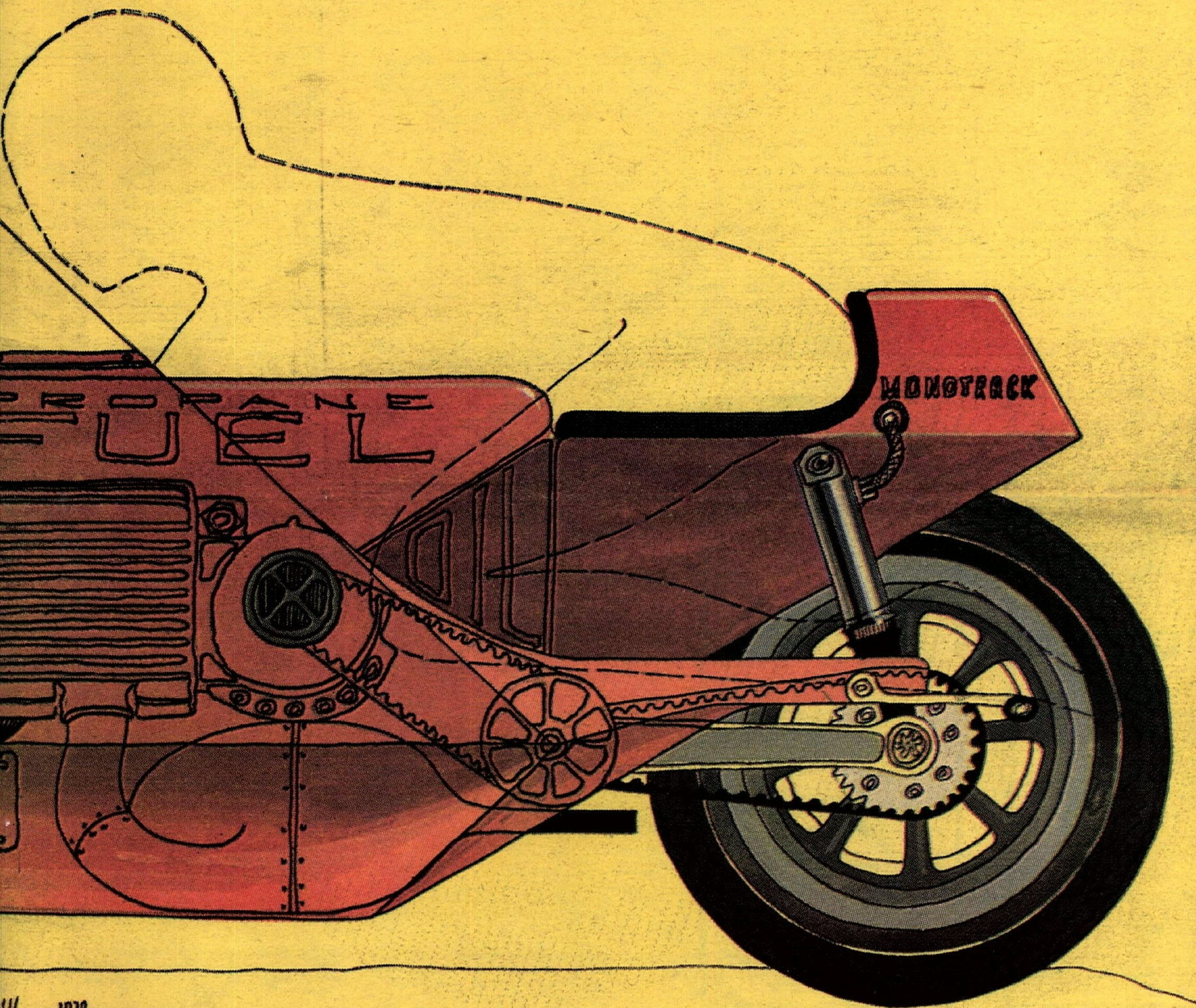


Cycle News West



NEW MODELS FOR 1971



The "1985 Predictor" is what your future motorcycle may look like. As pictured in this rendering by Daniel Hanebrink (described on pages 4 & 5), the '85 Predictor is powered by a 3 cylinder, 800cc two-stroke engine, running on liquid propane. Combination expansion chamber and catalytic exchanger reduces emissions to .1985 standards. Engine drives through infinitely variable ratio torque converter, Box beam spine frame gives comfortable "kneeler" riding position.

CYCLE NEWS
2499 Cerritos Ave.
Long Beach, Ca.
90801
(213) 427-7433

NEWSPAPER

NOTICE

The Cycle News office will be CLOSED FOR VACATION from Wednesday, Dec. 23 until Jan. 6. THERE WILL BE NO NEWSPAPER FOR 2 WEEKS. The next issue will be published on January 13, 1971.

—The Staff

FRIDAY, DEC. 25

TT AND FLAT TRACK CANCELLED Trojan Speedway, South Gate, Calif. 100, 125, and 250cc classes. Gates open at 7:30 p.m. 1st race at 7:30 p.m. Info: (213) 923-9132.

SATURDAY, DEC. 26

MINI BIKE at Trojan Speedway. Pract. noon to 2, racing and qualifying at 2. All classes. Entry \$3, admission \$1. Mini bike classes (11) can be obtained from Southern Ca. M/B Assoc.

TT RACING at Elsinore Race Track. Gates open at 3, races at 7:30. Off Hwy 71 in Elsinore, Cal.

SUNDAY, DEC. 27

HARE & HOUND by Spoke Benders M.C. limed from Bell Mt., Stoddard Wells Rd. off Interstate 15. AMA sanct., dist. 37 pts. \$4.25 post entry. 2 40-mi. loops. Start at 10. Info: (213) 549-1643.

CMC MOTOCROSS at Carlsbad Raceway. \$5 mail entry to CMC, Box 1402, Costa Mesa, Cal. 92626 closes Dec. 8. Post \$10. Gates open at 7:30, race at 10. 3 No. plates.

ENGLISH TRIALS SCHOOL by Bob Nickelson and Kevin Walker at Mission Gorge area, San Diego, Interstate 5 to Hwy 80 East to Mission Gorge Rd., limed. \$4 fee, signup at 8:30. Two hours of tuneup and maintenance, five hours of riding. Proceeds to overseas competition fund.



calendar

MOTOCROSS by Scramblers M.C. at Saddleback Park. AMA sanct., Dist. 37 pts. \$3.50 mail entry to Tom Martin, 13760 Bessemer Apt. 2, Van Nuys, Cal., 91401. Post entry \$5. Racing at 9. Info: (213) 780-2158.

MOTOCROSS by Feather River M.C. at Marysville, Cal., under "E" St. Bridge. AMA sanct. 3 No. plates required. \$2 to watch, \$4 to ride, late signups \$5. Signup & practice 7-10, race at 10:30. Trophies, prizes. Mini Moto. Info: (916) 742-7785, 743-5282.

TT RACES by HRA at Huntington Beach Cycle Park. Signup 9-10:30. \$2.25 members, \$2.50 non. 3 correct HRA plates or ride expert. Info: (714) 897-4458.

FRIDAY, JAN. 1

TT AND FLAT TRACK at Trojan Speedway, South Gate, Calif. 100, 125, and 250cc classes. Gates open 6 p.m. 1st race at 7:30 p.m. Info: (213) 923-9132.

MOTOCROSS by Hilltoppers M.C. at Carnegie Cycle Park. Signup at 8, practice at 9, race at noon. AMA sanct. All classes. Info: (415) 581-1256, 447-9027.

MOTOCROSS by HRA at Huntington Beach Cycle Park. \$3 post entry only, must have 1971 HRA card or don't race. No mail entry. HRA card costs \$1.50, P.O. Box FA, Westminster, Calif.

MOTOCROSS at Cycle Hills M/C Park, benefit for anti-m/c legislation. Signup 7:30-8:30, race at 9. 3 no. plates. All cards honored. \$3 entry, 2 motos. 125/250/Open — Jr/Sr. \$1 admission, \$2000 door prizes. Mini moto (70cc and under) at 2.

SATURDAY, JAN. 2

INDOOR SHORT TRACK by Bob Barkhimer Assoc., Inc. at Cow Palace, Brisbane, Calif. \$1200 purse. Warmup at 6:30, race at 8:15. 1/10th mi. concrete track. Info: (408) 438-3210.

MOTOCROSS practice at Huntington Beach Cycle Park from 10 to 4. \$1.50 per rider.

SUNDAY, JAN. 3

ENGLISH TRIALS SCHOOL by Bob Nickelson and Kevin Walker at Riverside, limed from Central off Riverside Frwy. \$4 fee, signup at 8:30. Two hours of tuneup and maintenance, five hours of riding. Proceeds to overseas competition fund.

ICE RACING By Harry's Roamers of Denver at Thorn Lake on Hwy 119 between Blackhawk and Rollinsville. Signup closes at 10:30, race at 12:20. \$2 entry, SRAC points. 125/175/250/Open — 3rd wheel 125/Open. No chains or studded tires. Info: (303) 233-6764, 233-3795.

MOTOCROSS by Feather River M.C. at Marysville, Cal., under "E" St. Bridge. AMA sanct. 3 No. plates required, \$2 to watch, \$4 to ride, late signups \$5. Signup & practice 7-10, race at 10:30. Trophies, prizes, Mini Moto. Info: (916) 742-7785, 743-5282.

MOTOCROSS by HRA at Huntington Beach Cycle Park. \$3 post entry only, must have 1971 HRA card or don't race. No mail entry. HRA card costs \$1.50, P.O. Box FA, Westminster, Calif.

MOTOCROSS by Stockton M.C. at Carnegie Cycle Park. AMA sanct. \$2.50 park entry, \$1.50 for signup between 8-10. Race at 11. All classes. Info: (209) 466-5872, 931-3015.

MOTOCROSS by Cyclesports, 33 mi. N. of Houston on Interstate 45 and North bank of San Jacinto River. Exit at Grogan Rd., west from Camp Strake exit. \$1.50 mail entry to 2121 Harold, Houston, Tex., 77006. Signup at 11. 100/125/250/Open — Nov/Inter/Ex. Info: (713) 523-3741.

EUROPEAN SCRAMBLES by Cascade M.C., on Hwy 20, 20 mi. E. of Bend, Oregon, follow signs. C.O.M.A. sanct. \$3 entry. 1st pt. run of year. 125/250/Open. Info: (503) 382-5759.

THUR-SUN., JAN. 7-10

TRADE SHOW, Motorcycle & Accessory, at Long Beach Arena. Exhibits, displays.

FRIDAY, JAN. 8

TT AND FLAT TRACK CANCELLED Trojan Speedway, South Gate, Calif. 100, 125, and 250cc classes. Gates open at 7:30 p.m. 1st race at 7:30 p.m. Info: (213) 923-9132.

SUNDAY, JAN. 10

"EL TRIAL DE ESPANA" by Plonkers Trials Club at Saddleback Park. Ex/Am/Nov/PP/Press. Signup at 9, trials at 10, press at 2. Info: (213) 699-6129.

SNOW RIDE, second annual, from Pacific Coast Honda to Gorman through Frasier Park to Oxnard and home. No entry fee. Leave at 8 a.m. Breakfast in Gorman. Big bikes only. Info: (213) 326-3810.

CMC MOTOCROSS in Steen's Metisse Trophy MX Series at Carlsbad. \$5 mail entry to Box 1402, Costa Mesa, Cal., 92626 closes five days before event. \$10 post entry. Signup closes at 9:30, race at 10.

REGULARLY SCHEDULED EVENTS

ATTENTION PROMOTERS:
For Listing in this column call or write:
CYCLE NEWS
Box 498, Long Beach, Ca. 90801
(213) 427-7433

COURSES FOR SALE ADELANTO T.T. TRACK

30 acres, buy now. 30 days goes on multiple, no loan fee, no realtor fee. \$6,000.00 down, 6% interest. On Hwy. 395. (213) 927-3860.

EVERY SATURDAY

MINI BIKE at Trojan Speedway. Pract. noon to 2, racing and qualifying at 2. All classes. Entry \$3, admission \$1. Mini bike classes (11) can be obtained from Southern Cal. M/B Assoc.

EVERY SATURDAY

TT RACING at Elsinore Race Track. Gates open at 3, races at 7:30. Off Hwy. 71 in Elsinore, Cal.

1st AND 3rd SUN. OF EVERY MONTH

Deadman's Point, Apple Valley, Cal. — 1st & 3rd Sunday, Motocross — all classes, 8 a.m. pract. — 10 a.m. start. \$1.00 Entry Fee — Info: (714) 247-7473 (eves.)

COURSES FOR RENT ADELANTO T.T. TRACK

Available for club meets (sanctioned events only). Suitable for cycles and mini-bikes. Hwy. 395, 8 miles West of Victorville. For info. (213) 927-3860.

TT SCRAMBLES by Jackrabbits M.C. at Elsinore Race track. AMA sanct., first Dist. 37 pt. run of new year. Signup at 7, close at 10:30. Big bikes practice at 8, race at 8:30; lightweight and ultra pract. at 10:30, race at 11:15. \$2 entry, \$1 gate. Info: Pete or Doug (213) 869-0600.

HARE SCRAMBLES, Holiday Hop by Pasadena M.C. limed from Beechers Corners, Hwy 395 and 58. 10 a.m. start. 1970 AMA No.s ok. AMA sanct., Dist. 37 pts. 1st pt. run of year. Info: (213) 358-6090, 434-4777.

MOTOCROSS by HRA at Huntington Beach Cycle Park. \$3 post entry only, must have 1971 HRA card or don't race. No mail entry. HRA card costs \$1.50, P.O. Box FA, Westminster, Calif.

SUNDAY, JAN. 17

MOTOCROSS by Valley M.C. at Cycleland Speedway, 14 mi. S. of Chico on Hwy 99-E. \$2 to ride or watch. Signup at 9, race at noon. Info: (916) 342-9302, 342-4216.

MOTOCROSS by HRA at Huntington Beach Cycle Park. \$3 post entry only, must have 1971 HRA card or don't race. No mail entry. HRA card costs \$1.50, P.O. Box FA, Westminster, Calif.

(Please turn to page 41)

RIDE WITH THE BEST

RIDE EVENTS



MOTOCROSS

Dec. 27th — Carlsbad Raceway

Jan. 10th Carlsbad (series)
Jan. 17th Saddleback
Jan. 24th Osteen Park (series)
Jan. 31st 2nd Annual
Ensenada "500"

— RAIN or SHINE —

3# Plates Req.

Gates open at 7:30 a.m., racing at 10:00 a.m.

CMC MEMBERSHIP REQ. \$5.00
Mail Entry, \$10.00 Post Entry.
Mail to CMC, Box 1402, Costa Mesa, Calif. 92626. Mail Entries close 5 days prior to each event.

NOW AT SADDLEBACK

ORANGE COUNTY'S MOTOR PLAYGROUND

Dec. 27 — AMA Motocross

Jan. 17th CMC MX

Admission \$2.50; Minis \$1.50

SADDLEBACK Park

Miles of Trails
Acres
of Fun



BOX 2455, ORANGE CALIFORNIA 92667
Newport Fwy. to Chapman Ave., east to Santiago Canyon Blvd., turn right, 1½ miles to entrance opposite state fire station. Phone (714) 639-5832.

Free Calendar Listing Coupon MAIL TO:

CYCLE NEWS CALENDAR EDITOR, BOX 498, LONG BEACH, CA. 90801

Date Of Event _____ Type of Event (TT, Motocross, Road Run, Etc.) _____ Sponsoring Club Or Promoter _____

Place (Location and State) _____ How To Get There (Hwy. numbers, Lime markings, Turn offs, Etc.) _____

Sanction _____ Entry Fee and Mailing Address (With ZIP Code) _____

Additional Information (Sign-up times, classes, facilities, Etc.) _____

Your Name _____ Phone Number To Call For Info: (And don't forget your Area Code) _____

It won't take care of itself. Get the word out. Let riders all over the Western states know about your coming events. Send in a free announcement to be published in the CYCLE NEWS Calendar. Use this form to insure completeness and accuracy.

Cycle News

"America's No. 1 weekly motorcycle newspaper. You'll always see it FIRST in Cycle News!"

Publisher Editor . . . Charles Clayton
Business Manager . . . Sharon Clayton
General Manager . . . Tom Culp
Assistant Editor . . . John Bethea
Circulation Manager . . . Rheba Smith
Lab Technician . . . Diane Sosnoski
Advertising Asst. . . Ed Randell
Bookkeeper . . . Dorothea Lang
Bookkeeper . . . Eleanor Duke
Delivery . . . Larry Groves

Cycle News East, Dixie Cycle News, and National Advertising information: Tom Culp, National Advertising Dir.

Cycle News (West), P.O. Box 498, Long Beach, California 90801. (213) 427-7433 - L.A. 636-8844.
TELEX NO. 673-474



Subscription:
One year 2nd class mail . . . \$7.50
Single copy price . . . \$0.25

Published weekly except the first and last week of the calendar year by Cycle News, Inc., Post Office Box 498, Long Beach, California, also publishers of Cycle News East, and Dixie Cycle News. Second Class Postage paid at Long Beach, Calif. Editorial stories, cartoons, photos, etc. are welcome. Write for information. Addressed, stamped envelope assures return of editorial matter. Reprinting in whole or in part only by permission of the publishers. Advertising rates and circulation information will be sent upon request.

FILM FARE

To further motorcycling's image as a practical and healthy sport, and perhaps drum up a bit of business, we're planning a get-acquainted party at our shop. For entertainment, a couple hours of films would be just the thing, the only hassle being that no one around here has such things. Can you or any of your readers help us out? Since we specialize in motocross and trials, films on these diversions would be ideal. Any help you can give would be greatly appreciated.

BILL KASSON
Austin, Texas

Try Clyde Earl at BSA, Inc., Duarte, Calif. and Tom Patten at Bultaco Services...ed.

AFM MADE A FRIEND

Before attending the recent Castrol

recreational vehicles, etc. Since your publication was recommended as one containing a wealth of information on motorcycles we are wondering if it is made available to Motor Vehicle Departments throughout the states.

CHARLES BOSCH
State Motor Vehicle Registrar
Bismarck, N. Dakota

Sure. We will starting sending you a complimentary subscription...ed.

ALL IN A NAME

Hey, come on now, fellas, let's get the name right! In the December 15th issue you had an article under the heading, "Trail Champ a Novice" and in it, you spelled my son's name incorrectly three times!

He had been home after fifteen months in Vietnam for less than a month and had only had about three days practice riding when he entered the California Trailbike Championship race. He came in first overall on his Hodaka



voices

Grand Prix I wrote to Jim Manning asking for info. as to the time schedule, tickets, and track location. In addition to the desired info., Jim was kind enough to send us two guest passes saying "coming all the way from Oregon, it is the least we can do." His thoughtfulness was great and the racing was great. It's men like Mr. Manning that make me glad to be in motorcycling.

MEL NORTON
Eugene, Ore.

which isn't too bad considering he has been in the Army for 2½ years and hadn't even been on a bike for over a year.

I want to make sure you get his name right because I think you're going to be printing it often in the future as he continues racing. So here it is spelled correctly by someone who should know: RICK DURAND.

HIS MOM
Granada Hills, Cal.

You've got us dead to writes...ed.

LOOK OUT, EVEL!



Thought you might like a picture of a 2 yr. old popping a wheelie on his "motorcycle" for your good motorcycle news. We thought it might give a few laughs.

The rider's name is Michael Irvine of Santa Ana.

CLARENCE J. BERRY
Santa Ana, Calif.

WEALTHY US

We are in the process of collecting information and publications which deal with motorcycles, snowmobiles,

INVEST IN A STAMP

There will be no Dist. 37 Lightweight Desert Numbers issued by hand. Mail applications only will be accepted. I go out of my way to run a first class mail service and I would appreciate it if you would honor my efforts and mail them in.

LARRY HALEY
Referee
P.O. Box 813
El Monte, Cal. 91734

CONTROL OURSELVES

I saw in Cycle News Dec. 15 that a public hearing would be conducted here in Oxnard concerning the Pt. Mugu Recreation Area and the possibility of a motorcycle trail area might be included in the Recreation Area. I attended the afternoon session which went some 45 minutes beyond the 3 hours allotted because so many people had an interest in the outcome. The plan presented included a cycle area as part of an unprecedented intense commercial development of the area. The site itself is extremely more a value in its normal state and would be irreversibly ruined by the proposed development.

Speaking for myself as a cyclist, the Pt. Mugu area is too valuable to be destroyed just to gain 5 miles of motorcycle trails which would probably be limited to 50 or 100 vehicles. The price is too high! There are other areas you and I could ride for less cost to the public and ourselves.

FRANK H. KOLWICZ
Oxnard, Calif.

All motorcyclists realize the need for riding areas is not as great as the need for a cleaner and better environment...ed.

MOTORCYCLES IN THE FUTURE

Predicting the trends, based on the facts at hand and a positive attitude

We are devoting this Holiday Issue to a preview of the future developments in motorcycles and the life-style of the motorcycle movement. With the year 2,000 A.D. drawing another notch closer, we think it is time that the people in motorcycling started looking where it is going, even making some choice of where we want it to be at the end of the year, the millenium.

In 13 years, the motorcycle as an invention will be 100 years old. That doesn't give us much time. The automobile, although historically younger, has progressed to a point of development so great, that it may be on the verge of extinction, like the giant dragons that once inhabited the earth. While the motorcycle, having suffered second-rate consideration at the hands of the population for most of its existence, now appears to be coming into its time of eminence.

For the first time this year we have seen many motorcycles priced the same or higher than many new cars. The Honda 750 sells for about \$100 more than the new Honda car. And in England, a new Triumph or BSA Three costs several pounds more than a minicar. These are not specialty motorcycles, hand made for an elite market; these are the bread-and-butter, transportation machines.

THE MOTORCYCLE VS. THE CAR

What this seems to me to mean is that the public on both sides of the pond is falling out of love with its automobiles and into an affair of the heart with the motor bike. In an era of population where environment and resources of space and time as well as materials are becoming evermore critical, the ecological attraction of a device which gets you around in style, with so little fuss and pollution, cannot fail to seduce increasing percentages of the transportation and leisure market.

That trend is already evident in the vehicle registrations of the state of California. In 1965 when we started publishing Cycle News, California had a motorcycle registration of 250,000. That was less than 2 percent of the total vehicles registered in the state. Now at the end of 1970, only five years later, the motorcycle count is 548,000 and amounts to over 5% of the vehicles registered. Our "share of the market" is increasing. Other states not encumbered by restrictive legislation show a similar increase, and I think that the national figures, when they become available, will shock a lot of people in the automobile business as they learn that bikes are biting away at their sales domain.

Once Detroit becomes interested in entering the motorcycle business, we can expect a new explosion of the 2-wheel economy. Some of the technical features possible on the new creations are previewed in the lead article of this issue. We have concentrated this feature on technological advancements in the road motorcycle, for my crystal ball reveals that the larger trend of development will be in the road motorcycle field, with a concurrent popularity growth toward road racing.

MOTORCYCLE COUNTRY CLUBS IN THE FUTURE

Dirt riding will inevitably become like golf, insofar as its organization and presentation are concerned. The rapid build-up of the country and the ecological considerations are gradually forcing trail riding and dirt racing from a "cowboy philosophy" to a "space ship economy." Much riding will be done at private clubgrounds and public recreational parks. Already one corporation with which I am involved in preparing to offer motorcycle country club franchises, with a policy designed to produce reasonable profits through the year 2,000. Such private parks as investments will equal the profit of other uses the land could be put to, and thus insure enough off-road riding area wherever it is in demand, for as long as necessary.

Like country clubs, these parks will include memberships and provide organization for fun. To avoid overcrowding, riding will be on a reservation basis, just like golf courses are now. If this seems to be introducing a new bit of bother into funriding, think of the new delights and conveniences the Motorcycle Country Club will introduce, like maintained grounds, clubhouse facilities, videotape tv, merchandise discounts, insurance, etc. All of the benefits now enjoyed by motorcycle clubs that were farsighted enough to purchase their own clubgrounds in the nineteen-thirties and 'forties will be available to any group that can invest about 25 to 50,000 dollars, and they can make a profit besides.

Progress of a positive nature like this, of course requires a positive attitude on the part of the national sanctioning body, the AMA, for it is only through enlightened management of competition events that such clubs can pay their bills without assessing the members too heavily. At the same time that private parks will be demanding sanctions for big events from AMA, the government sector may get into the act on parks that it is already thinking of providing. This is a dilemma that I hope the AMA will resolve in favor of private enterprise, although I know the temptation to give Uncle Sam what he asks for will be enormous. As we have learned from experience, too much of a good thing - too many nationals, too much exposure - and can be a bad thing for the future of motorcycling.

It appears that the AMA already is developing the positive attitude it needs. Its recent courtroom success in overturning restrictive laws probably heralds a new acceptance of the growth of motorcycling on the part of the authorities, or at least a new respect for "motorcyclist power."

POLITICS AND THE MOTORCYCLE

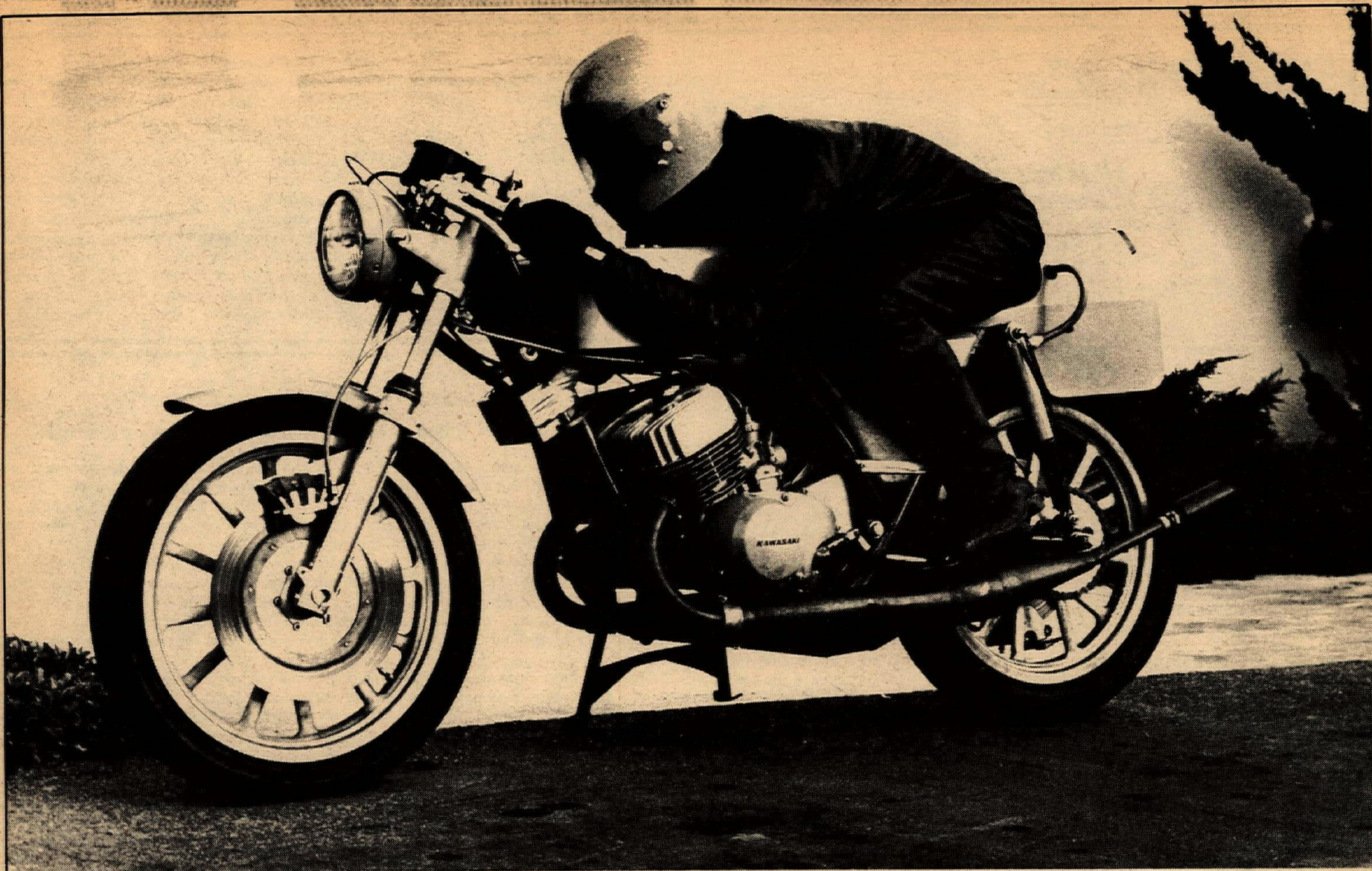
Political trends in motorcycling indicate that we enthusiasts are becoming significant as a voting politicking group. Two candidates in the recent California election won close contests with the campaign help of organized motorcyclist. We may see this trend continue as anti-motorcycle groups compel their legislators to take firmer stands against funriding. We may just have to show them that we count, too.

THE NEW IMAGE FOR THE FUTURE

As motorcycle enthusiasm gets itself together, and speaks out more on its behalf, its image inevitably will undergo some changes. Until recently the only image we had was provided by the Hells Angels and Wide World of Sports. Honda's "nice people" campaign didn't count, because few people realized that a Honda is a motorcycle. Now we have Bronson, Fauss and Halsey, and Easy Rider. The Bronson reruns, at

(Please turn to pg. 18)

Cycle News will be on vacation
beginning December 22, 1970
and returning January 6, 1971.



DESIGN FOR THE FUTURE

By C. Clayton, Dan Hanebrink and Brian Littler

The curtain goes up revealing the setting and props for Act One of the future. What kind of a world is it for the motorcycle operator to ride in? What skilled means and expedient devices will his machine embody to make this daring transportation safer, more satisfying, modern? Most important, what will it cost? Both in terms of cash outlay and the sacrifice of technical designs we are already familiar with.

Without getting into the Oz world of exotic power plants, we shall speculate on what a typical production motorcycle of the model year 1985 might look like, perform like and sell for. All of the technology here employed already exists. Some is already slated for production by adventurous manufacturers. The rest may only come if you, the public, demand it. With that thought in mind, then, let us examine the machine you might be riding in the near-future.

By 1985 only two transportation options are to be available to an individual: air or road transport. Twice as many miles of paved roads exist as existed in 1970. Many of the main thoroughfares are double decked, with trucks on the lower level and auto and motorcycle traffic on the top. Although petroleum fuel is still in use, alcohol and exotic ethers are popular because of their lower emission characteristics. Parking and highway space are so limited, with a population now approaching 300 million, that fully half of the personal vehicles on the road are motorcycles.

Speed limits on the superhighways are 100 mph (minimum 75 mph) and vehicles are taxed by a formula involving their weight and the cubic area that they occupy.

The 1985 Predictor was designed to weight under 500 lbs and sell in the medium price (\$4,000 to \$5,000). It features the comfortable prone riding position that makes non-stop, 8-hour journeys possible without fatigue, and reduces wind resistance fully half under the old-fashioned, sit-up position, which is now used only on the low-speed chopper models and dirt bikes.

The power plant is a supercharged, 3-cylinder 2-cycle engine with air bearings, coupled to a torque converter and driving the rear wheel through a sine-belt. The frame follows historical motorcycle practice, using new alloys of Titanium that are stronger than steel and lighter than aluminum. Air-oil suspension is employed, as is standard practice by now on all motorcycles. The wheels are extruded alloy, with built-in disc brakes, hydraulically actuated. Body panels, streamlining and tanks are moulded resin components that damp

mechanical sound as well as serving their primary functions. The baffled tank holds ten gallons of alcohol for a cruising range of 300 miles.

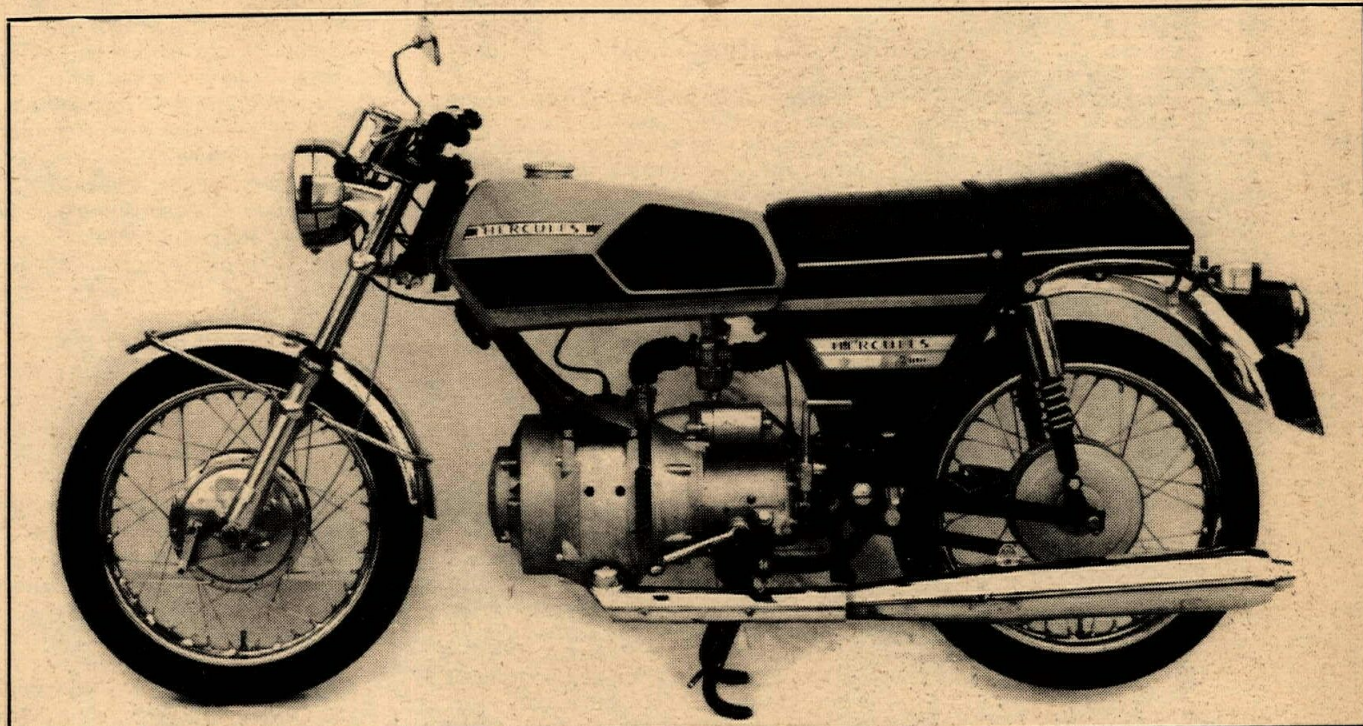
Service problems have been eliminated by making the component elements of the unit replaceable in minutes by any one of the helicopter service vehicles that can be summoned in case of breakdown by using a signal transmitter carried by the rider. The broken unit will later be restored to operation or junked, and the owner of the Predictor '85 will be billed for the

damage via his credit card.

Optional equipment offered with the Predictor includes a Warm Air Canopy system, which circulates heated air over the rider's body in cold weather, and a Black Box.

The safety features are all required by law, such as the strobe headlight that flashes when the throttle is released, the failure alert that signals when something critical needs mechanical attention, flat-proof tires and the anti-skid gyro that stabilizes the machine if it ever loses traction.

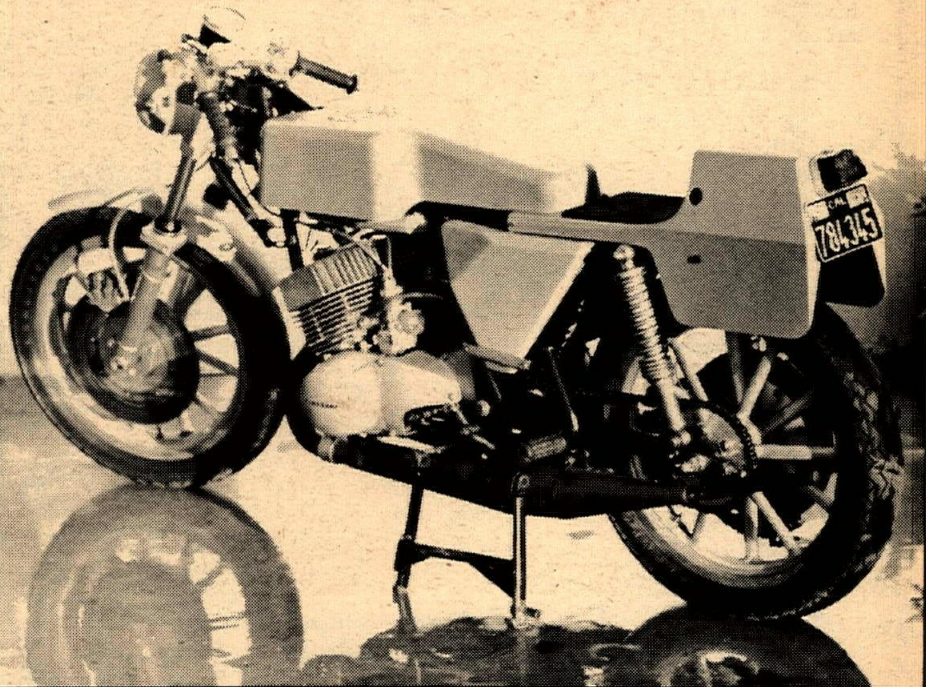
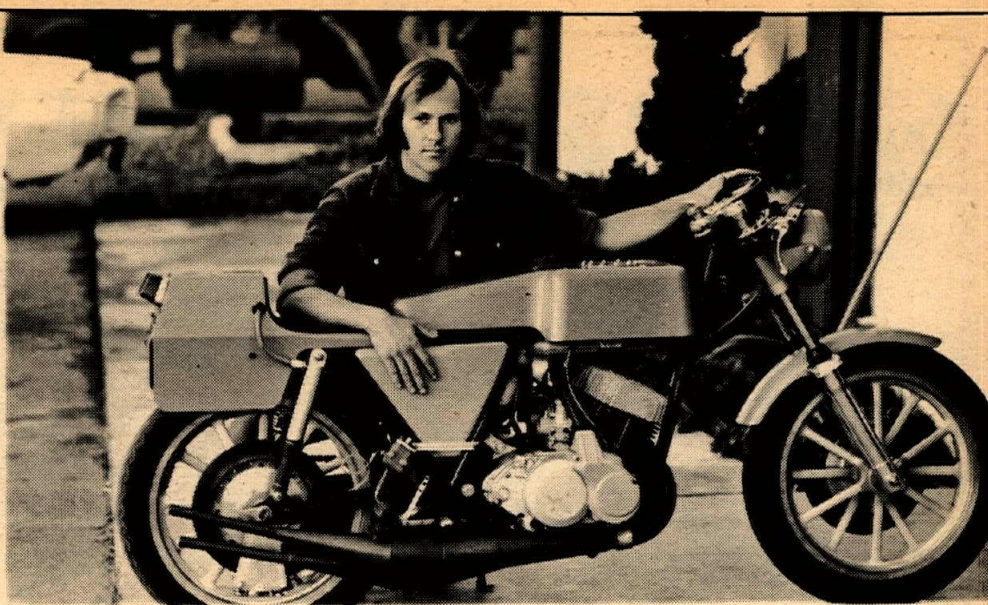
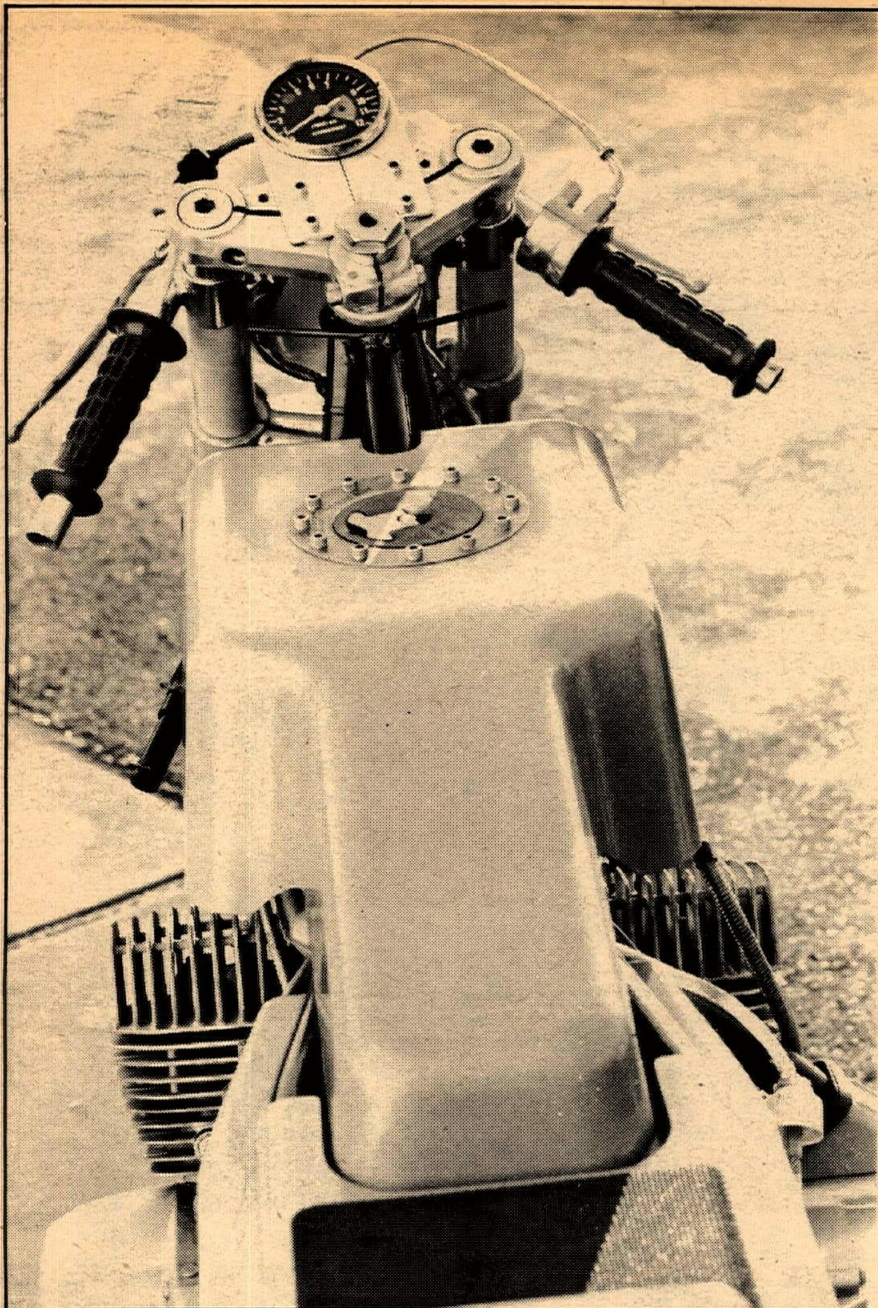
Probably soon the Black Box will be ruled a mandatory item, but it is still too expensive in 1985, to make everybody buy on. Besides, some riders — the very best — don't need it. Because what the Black Box does, is control the motorcycle the way an expert would control it. Naturally, the device is illegal in racing, for it is a computer



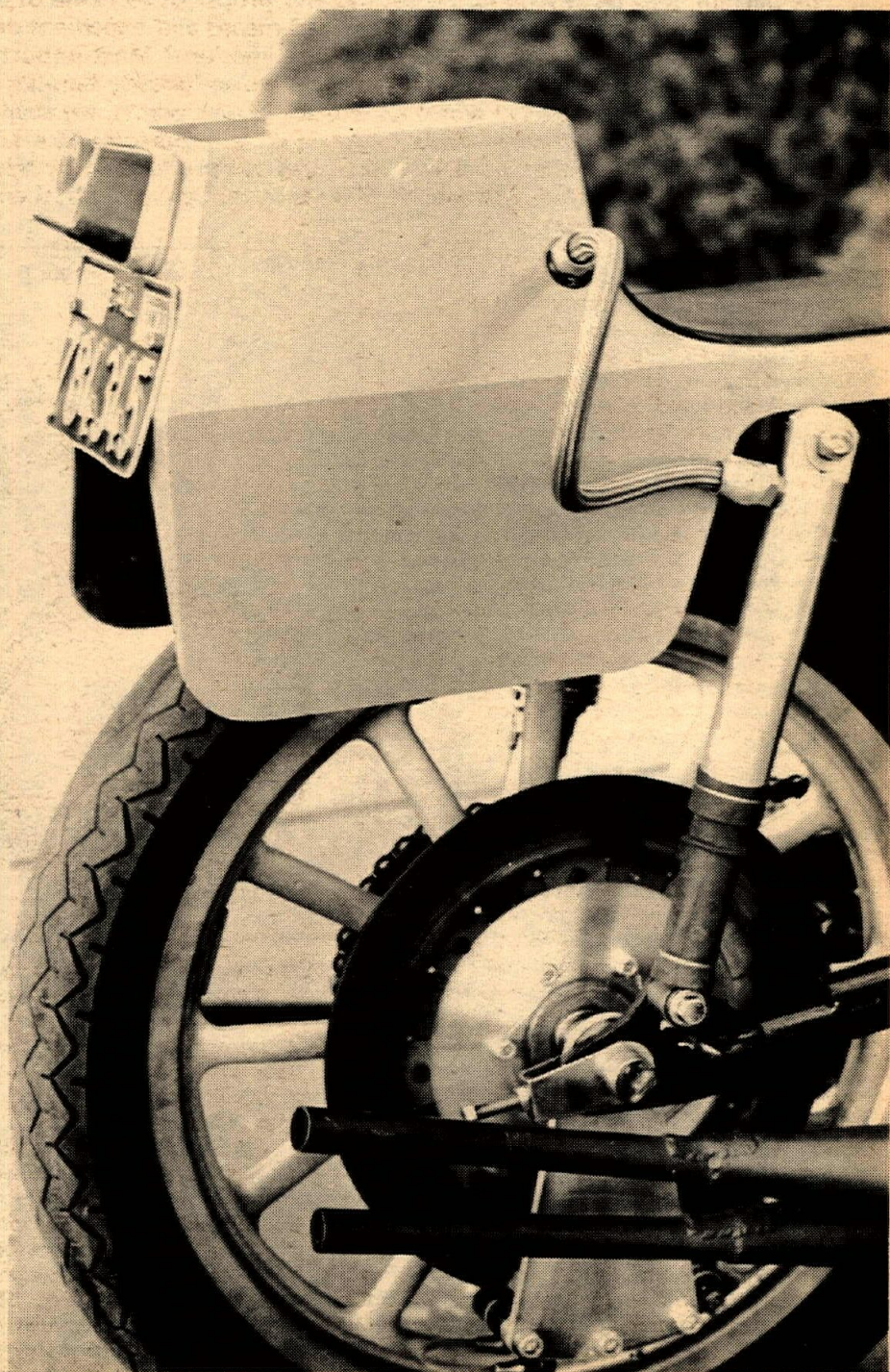
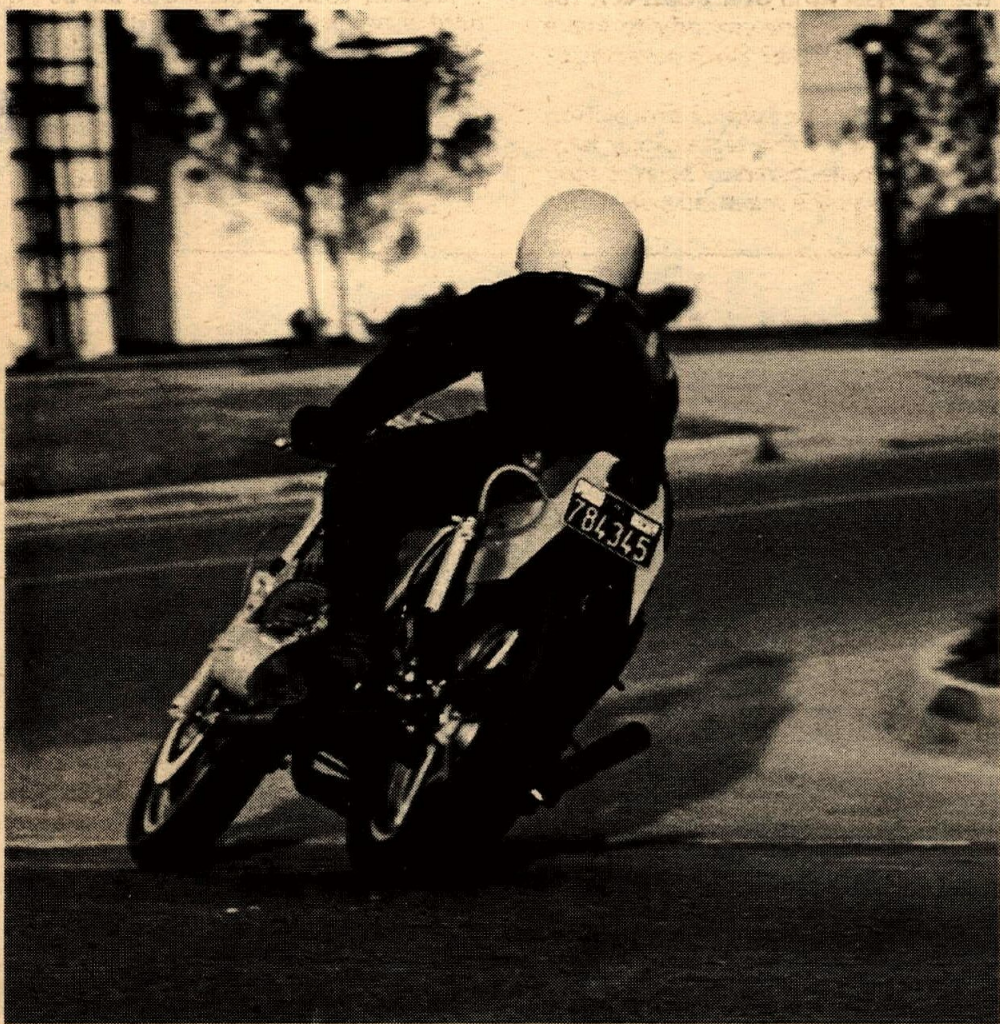
U.S. Distributor has placed order for first shipment of this 303cc, Wankel-engined DKW/Hercules for delivery in late 1971. The future may arrive sooner than we expect.

programmed to ride the perfect lap without the rider having to do anything much more than start, stop and hang on. Along with the computer brain, the box contains sensitive measuring cells which monitor all the forces that affect the motorcycle, a 360-degree radar scanner and control relays that operate the steering, brakes, throttle and gyro via vernier outputs.

All the fortunate owners of a Predictor equipped with a Black Box has to do when he wants to ride across the country or the state, is set the



Many "Predictor" features are found on this Kawasaki-engine experimental bike built by Monotrack Engineering of Costa Mesa, Calif. (opposite page). It incorporates air/oil suspension (above, left), 18" magnesium wheels with disc brakes and fiberglass tank, seat and fender. This "bike of the future" weighs 285 lbs., makes 145 mph top speed, 109 in 12.5 seconds in $\frac{1}{4}$ mile. Components will be available separately or as a kit from Monotrack.



device for the speed he wants to travel, program the major turnoffs, ride onto the expressway and wake up when the computer tells him it is time to buy fuel. Many riders use the occasion of a cross-country trip to take a cozy nap.

Some old purists have argued that designs like the Predictor are taking the fun and challenge out of road riding. Making motorcycles as easy, reliable, replaceable and as appliances may be convenient, but it ain't kosher, they insist. We suppose they'd prefer civilization returned to the dark ages,

when you had to carry tools and spare parts on a trip, and never knew if you'd make it, and always arrived tired out. These throwbacks can still be seen occasionally on an abandoned road like California's Highway 1, thundering alone, bolt upright on an antique Honda 4 cylinder, shouting to the win, "Exhilarating!"

FOR A LOOK AT THE 1985 PREDICTOR, SEE THE FRONT PAGE OF THIS ISSUE.

SACHS SWEEPS 1970

EUROPEAN
SCRAMBLES
Indio, Calif.
Feb. 22, 1970
By D. Price

TRAIL BIKE
Gary Sult Sac

C.M.C. MOTOCROSS
Fontana, Cal.
Feb. 22, 1970
By Bob Sanford

125 JR. DIV. 2
Gary Petty Sac

PONDEROSA HARE
SCRAMBLES
Jan. 31 & Feb. 1, 1970
By Pat Ross

TRAIL CLASS Feb. 1, 1970
E. Barnes Sac
D. Janson Sac

MOTOCROSS
Bay Mare, Calif.
Jan. 4, 1970

0-125cc SR.
Gene Cannady Sac
Glen Lund Sac

T.T. SCRAMBLES
Bay Mare Ranch, Cal.
Dec. 14, 1969

J. Schroeder Sac
G. Ome, Jr. Sac

ASCOT MOTOCROSS
Gardena, Cal.
Dec. 28, 1969
By John Shedd

125cc SENIOR CLASS
Gary Bailey Sac
Glen Lund Sac
Tim Hart Sac
Bob Messer Sac

CMC MOTOCROSS
Carlsbad, Calif.
Jan. 11, 1970
By John Shedd

100cc JR.
M. Roach Sac
125cc EX.
T. Hart Sac
G. Lund Sac
125cc JR. DIV. III
J. Beauchamp Sac

POSO PARK MOTOCROSS
Bakersfield, Calif.
Jan 11, 1970
By Jack Light

125cc SR.
Gene Cannady Sac

MOTOCROSS
Dunlap, Calif.
Jan. 18, 1970
By Barbara Taylor

125 SR.
Gary Bailey Sac
John Rice Sac

MOTOCROSS
Huntington Bch., Calif.
H.B. Cycle Park
Feb. 1, 1970

125cc JR. & SR.
Tim Uschyk Sac

MOTOCROSS
Helvetia Park
Sacramento
Feb. 22, 1970

125 SENIOR
Gary Bailey Sac
Brad Lacky Sac

MOTOCROSS
Anzac Raceway
Mar. 1, 1970
By Ron Szialagyi
125cc SENIOR
Gary Bailey Sac
John Rice Sac

MOTOCROSS
Motorsport Park
Fort Worth, Texas
Feb. 1, 1970
By John Blanton
125cc SENIOR
Mike Johnson Sac

MOTOCROSS
Santa Maria Speedway
Lompoc Slo-Pokes MC
Feb. 8, 1970
By Donna Earnest
125 SENIOR
Mike David Sac
Tom Davis Sac

MOTOCROSS
Deadman's Point
Apple Valley, Calif.
Feb. 15, 1970
125cc DIV. 1
Dean York Sac
Robert Fortner Sac
Mark Shook Sac
Jim Crook Sac

MOTOCROSS
Santa Maria Speedway
Lompoc Slo-Pokes
March 1, 1970
By Margaret Earnest

125cc SENIOR
Mike David Sac
Tom Davis Sac

CYCLERS EUROPEAN
SCRAMBLES
Bakersfield, Cal.
Mar. 8, 1970
By Jack Light

OVERALL FINISH
0-125 CLASS
Rick Mears Sac
Allen Griswold Sac
Tom Stockstill Sac

MOTOCROSS
Helvetia Park
Sacramento, Calif.
March 22, 1970
By Lyn Jensen

250 SENIOR
Brad Lacky Sac

HANGTOWN MOTOCROSS
Plymouth, Cal.
April 4-5, 1970
By Dave Loop

SATURDAY, APRIL 4
125 SR.
Brad Lackey Sac
Gary Bailey Sac

HARE & HOUND
Simi Valley M. C.
Cornel Corners, Calif.
April 26, 1970
by Dick Wright

Eric Jensen Sac
Gene Connady Sac

L.A. GRAND PRIX
MOTOCROSS
Moorpark, Calif.
Nov. 1, 1970

125cc SENIOR
Danny Wade Sac
C. Goodrich Sac
Bill Grossi Sac
M. Pennington Sac
Geo. Anderson Sac

MOTOCROSS, CMC NORTH
CAL-AM Raceway
Woodland, Calif.
Oct. 25, 1970
By Larry Montgomery

125 SR.
Carl Cranke Sac
Jay Carter Sac

ENDURO
West Coast Cycle
Langlois, Oregon
April 19, 1970

125cc
Tony Hefner Sac
Archie Aldropp Sac
Kevin Buss Sac

MOTOCROSS
Huntington Beach, Calif.
May 3, 1970
by Mike Capalite

125 JUNIOR
Mike Plunkett Sac

EAST/WEST MOTO-
CROSS
Bay Mare, Calif.
May 3, 1970
By Ron Szilagyi
125 SENIOR
Gene Cannady Sac
Dean York Sac

MOTOCROSS
Orting, Wash.
Oct. 25, 1970
By Kevin Hill

125 SENIOR
Rick Poulin Sac
Dave Clift Sac

INTER-AM MOTOCROSS
Lafayette, Colo.
Nov. 8, 1970
By Annie Brokaw

125cc SENIOR
G. Bryson Sac
D. Merrill Sac
T. Clouse Sac
G. Glasenapp Sac

ASCOT RESULTS
Nov. 6, 1970

125 SENIOR
A. Lund Sac
L. Merritt Sac

INTER-AM MOTOCROSS
San Francisco, Calif.
Nov. 29, 1970
By Bruce C. Young

125 SR.
Carl Cranke Sac

MEXICAN 1000
Nov. 3-6, 1970
Baja, Mexico

Miller/Harper Sac

ASCOT MOTOCROSS
Nov. 20, 1970

125 SENIOR
G. Lund Sac

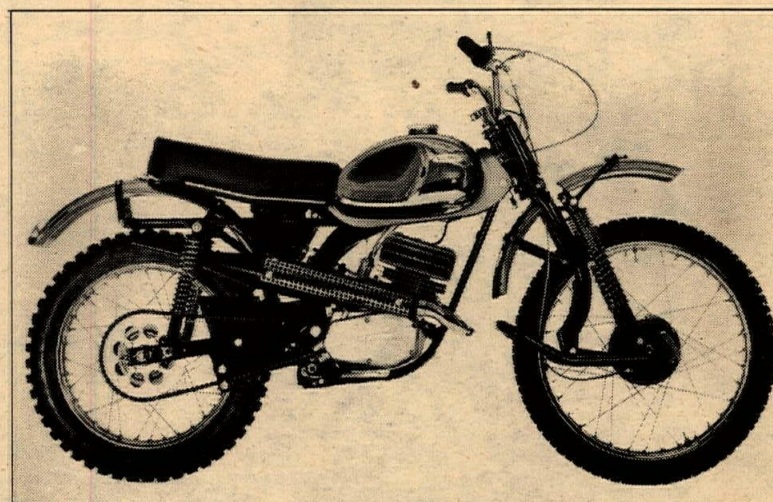
INTER-AM MOTOCROSS
Saddleback Park, Calif.
Dec. 6, 1970

125cc SR.
Gene Cannady Sac

MOTOCROSS
Ashland, Ore.
Nov. 15, 1970
By Mike Starr

125cc SENIOR
David Helleck Sac
Bob Decker Sac
John Schwendener Sac
Dan Dixon Sac

CROSS COUNTRY
Mamouth, Ariz.
Dec. 6, 1970
By Jim Brooks
0 TO 125cc
Jerry Kitchen Sac



**With a record like this
isn't it time you change?**

appearing soon.



9825 Mason
Chatsworth, Calif. 91311
(213) 882-8860

THE MANUFACTURERS

What is in the immediate future for the motorcycle buyer? A wide range of choices to pick from, and a treasure of new advances in the technical development of what the pioneers called the "ether bicycle."

Designers in England, America, continental Europe and the Orient have been extremely busy fantasizing new models, and the factories have wasted no time manifesting these fantasies in alloy and steel. Some of the machines offered for the coming year embody logical refinements of existing, tried-and-true models. Others began as a blank piece of drawing paper only a short time ago. In this preview of the near-future

motorcycle market, we have mainly selected only the brand new, as yet unfamiliar designs out of manufacturers' lines that in many cases run to dozens of models. Not everyone will end up buying one of these brand new concepts in daring transport. The old standbys, in new trim and with detail refinements will remain popular throughout 1971 and probably for years to come. But if the bikes you have considered up to now have not been exactly what you are looking for, you owe it to yourself to look further into these pictured on the following pages. Perhaps one of them is the very one you have waited for.

PRESENT 1971

AJS - THE STORMER

Fresh from a record-setting Baja run, the AJS line for 1971 will emphasize its adaptability to cross-country use as well as the motocross racing that has been its specialty in the past year. With two models, in 250cc and 370cc displacements, AJS can look forward in 1971 to gaining more satisfied customers, who can't say enough good things about the machines' superlative handling and outstanding power. If further development is possible, it will be incorporated into the AJS production run immediately, as the factory development team is constantly out on the tracks, seeking ways to improve the AJS's advantage.

BENELLI FOR '71

Benelli is one of the oldest and most respected names in motorcycling today. They have built motorcycles in Italy since 1908 and have won the World Roadracing Championship three times. Even their smallest minibikes show this heritage in their magnificent handling and durability.

Many new developments have been pioneered by Benelli and a new research and development center has been opened. The racing department has some of the world's most talented technicians who are often called in to assist with production motorcycle problems.

In the USA Benelli is imported and backed by one of the nation's oldest

and largest distributors, Cosmopolitan Motors. This is their 22nd year in the motorcycle business.

Their 68,000 sq. ft. plant is located in Hatboro, Pa., a suburb of Philadelphia. The headquarters is totally devoted to motorcycles and has a huge shop and dealer training area. Since the US market is unlike any other in the world, Cosmopolitan also has its own racing department, dynamometer room and experimental department.

The new 1971 Benelli machines have many new interesting features that show the results of much developmental work. Clever engineering and skilled hand craftsmanship are evident in their products for this year. Benelli was probably the first firm to develop a mini-cycle and presently their models feature full lighting equipment and other equipment to make them street legal. The new 650 is finally available after several years of development, work and promises to be one of the most outstanding motorcycles ever produced.



100cc Benelli Trailbike.

BENELLI 180cc MOTOCROSS

A classic example of an enduro or

motocross machine with handling qualities designed by Benelli's racing team. Removable lighting equipment enables it to be used on the road. Ceriani type suspension and other motocross type refinements make it a serious contender in competition. Higher power to weight ratio.



Benelli 65cc "Hurricane" Mini-Enduro features 4-speed foot shift transmission and 14-inch spoked wheels with knobby tires. It has full street legal lighting equipment, motocross type handlebars, front and rear teledraulic suspension. List price \$319.

OHV, oversquare engine producing instant torque over an extremely wide r.p.m. range. It has unit construction with oil sump in the crankcase and automotive type oil filter. The 4-leading shoe front brake easily stops the cycle from its speeds of over 115 mph.

BONANZA MIDI

David faces Goliath again as Bonanza takes on the big bikes and intends to win! Their new Midi-cycle has 16-inch rims on a bike that weighs only a little over 100 pounds, plus a hot 100cc 5-speed Hodaka engine; plus most of the standard Bonanza parts that set two world's motorcycle speed records at Bonneville, and just won the World Championship Open Class Minibike title.

The new Midi-cycle is designed for motorcycle competition: TT racing, flat track, motocross and cross country enduros. During development of the midi-cycle it was quietly put into races against big bikes. It has 12" ground clearance. The Ceriani-type forks give 6" travel.

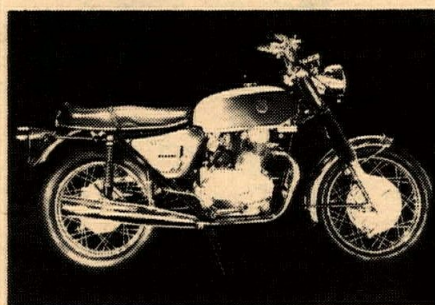
And yet with its folding handlebars it still fits a car trunk and on the back there's a handle! You can take it to the boonies with no trouble at all and have a ball.

All this is said to be a prelude to a full blown, 125cc motocross racer to be introduced next spring.

DKW-PUCH ADVANCES - NEW MODEL, NEW NAME

Aside from the striking lines of the 1971 Puch 125 and 175cc models, there is completely transistorized ignition system, adjustable rear shocks, Ceriani forks and a smooth and flawless six-speed transmission. Supply is not expected to reach the demand for the next few months from the sampling consumer reaction to the new Puch. Puch motorcycles are manufactured by Steyr-Daimler Puch in Graz, Austria, a familiar and reputable concern with a 75-year history of building some of the finest machinery available in all of Europe.

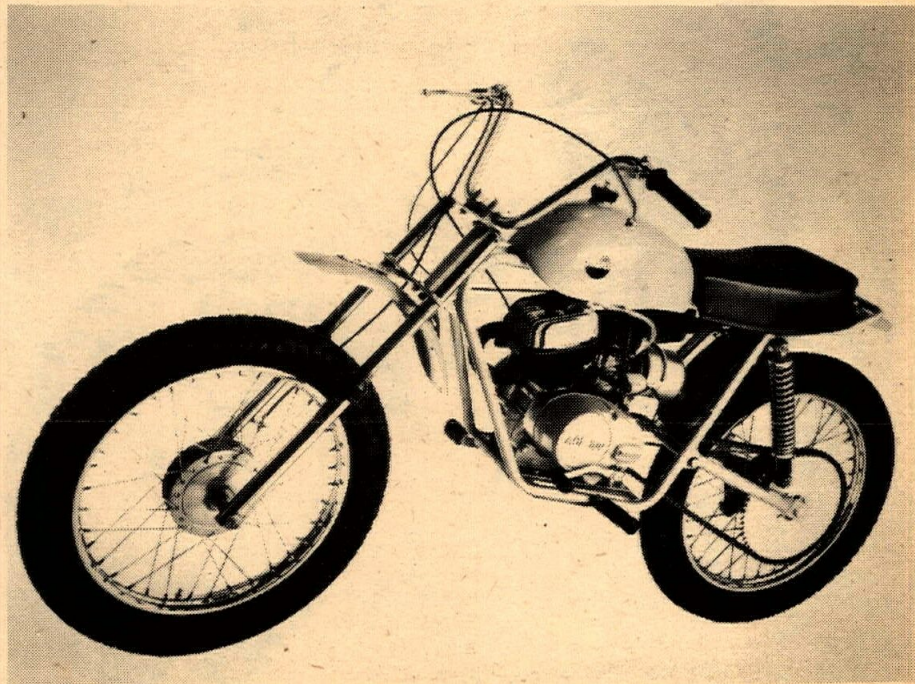
The familiar Sachs motorcycles soon will be changing their name to DKW, a highly respected marque famous for innovations in the 2-cycle field. It will



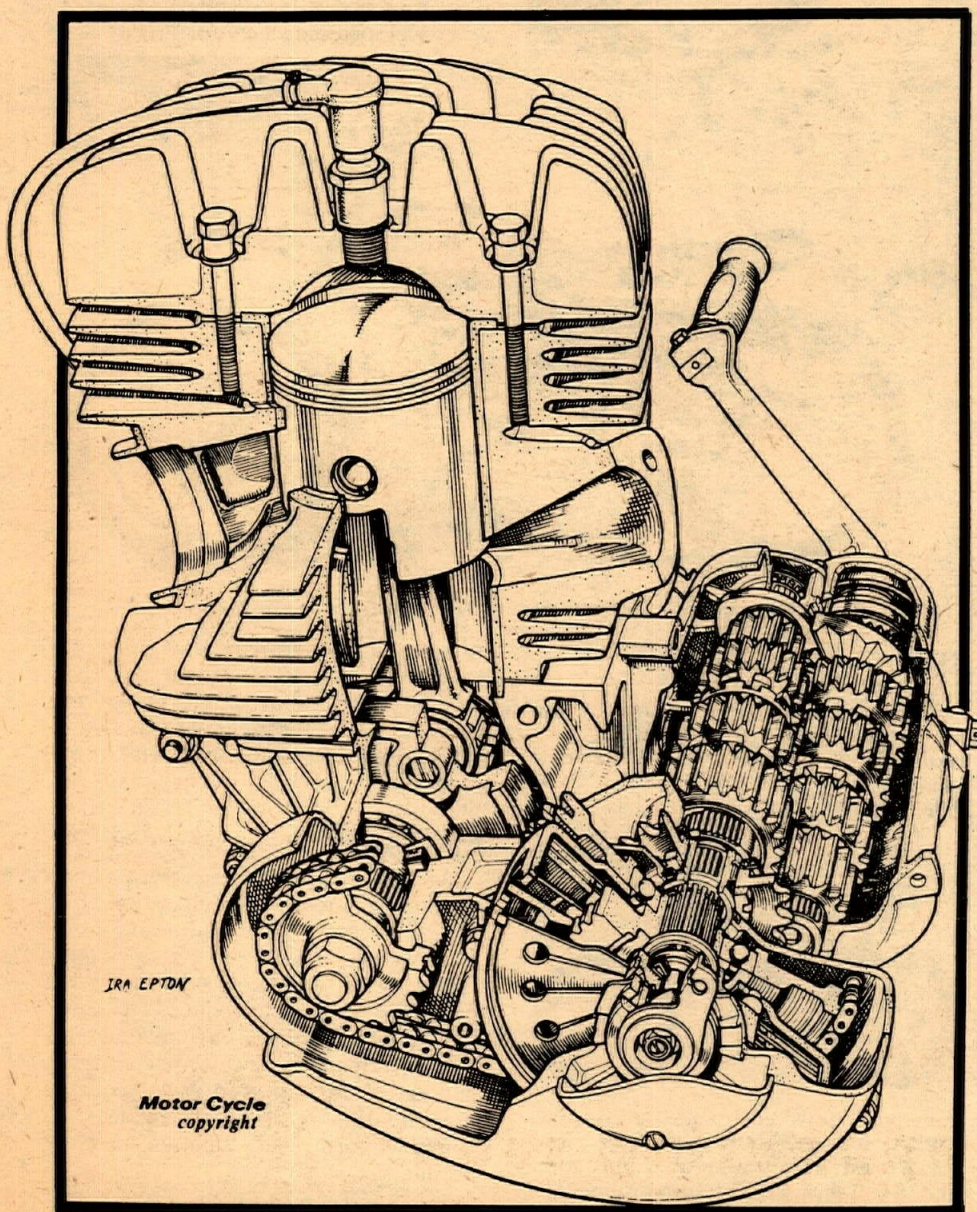
650cc Benelli Tornado for 1971.

BENELLI TORNADO 650cc

The final result of 63 years of motorcycle experience. Undoubtedly one of the finest performing cycles in the world. The Tornado has a twin,



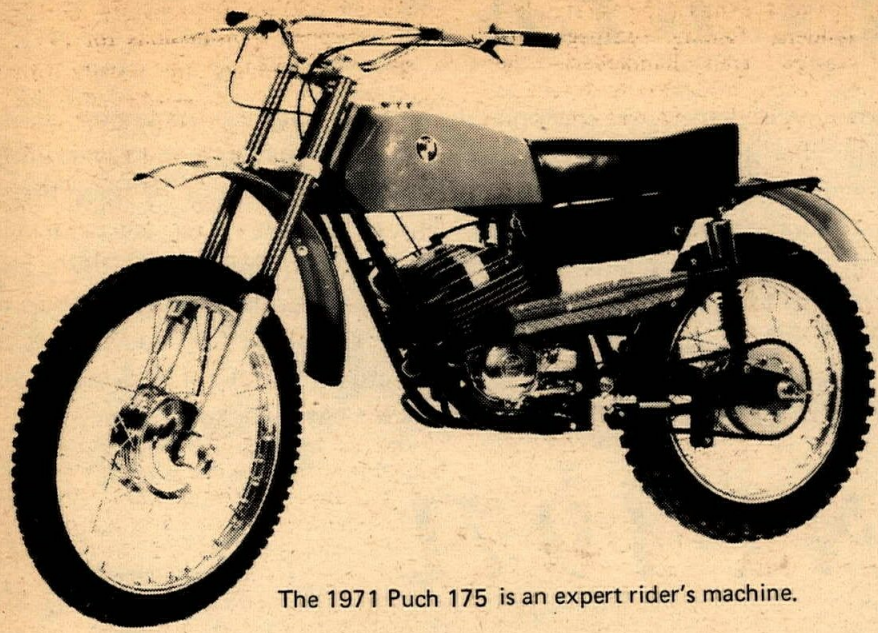
New Bonanza "Midi-Bike".



IRA EPTON

Motor Cycle
copyright

0202-502 (P15)



The 1971 Puch 175 is an expert rider's machine.

be the same famous Sachs quality, but with a more pronounceable name.

BRONCCO UNVEILS 1971 MINI-CYCLES AND 100cc APACHE

The new 1971 model Broncco Mini-Cycles have been completely redesigned from engine to frame. There are over 100 modifications in the 1971 models. Even the twist grips are new. Among the major changes are an improved, more powerful 9000 r.p.m. 2-cycle Garelli engine, with carburetion from a precision, performance Dell'Orto unit, an even more rugged, smoother-shifting 4-speed transmission with modified shift mechanism, new gear ratios for more torque in all gears, wider, even stronger front forks.

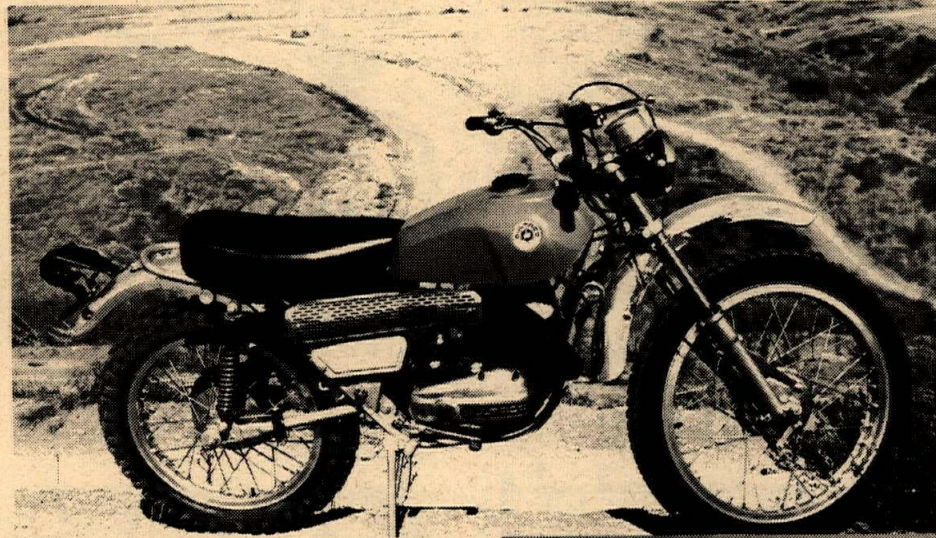
In announcing the Broncco Apache 100 as a brand-new entry into the lightweight trails motorcycle field, Broncco president, Carmen DeLeone, from his Engine Specialties, Inc., Croydon, Pa., office, emphasized, "We regard the Apache 100 as a recreational vehicle and a logical addition to our line...so we play down the idea of the Apache's being a competition machine. However, dealers report customers compete with it straight out of the crate with good results."

Unlike some small displacement, high performance bikes, the Broncco Apache is not temperamental or "peaky". In each of its 4 gears, the 100cc, 2-cycle engine exhibits strong torque at revs as low as 2500 r.p.m. and its 12 horses pull smoothly and strongly right up to the 8000 r.p.m. rev limit. This is particularly true of the latest models equipped with a 22 mm Dell'Orto concentric carburetor. With an overall dry weight of just 145 pounds and supple, yet well dampened, suspension, (5" travel in the front and 3" in the rear) the Broncco Apache 100 is extremely well-controlled and maneuverable, even for a novice rider. Suspension is via hydraulic front forks, rear swing arm and telescopic

shocks. Motocross handlebars, a 48" wheelbase, 19" front tire and 17" rear and massive drum brakes add to the Apache's balance, handling and good trail manners.

The unique styling of the Broncco Apache 100 includes a European style motocross tool kit/map holder molded into a 2½ gallon fuel tank with a 75 mile range in normal use, the chain guard incorporates a chain guide, and easy kick starting is assured by the flywheel magneto ignition system driven at engine speed off the end of the crankshaft.

The frame and tank of the Apache are finished in Chrome Yellow and are complemented by matte black handlebars, matte black tuned exhaust,



Bultaco's popular Lobito lightweight.

black pleated saddle and black vinyl skirt.

Dimensions of the Broncco Apache 100 are 69" overall length, overall width of 34", overall height of 48", 12" ground clearance. Top speed is 60-65 mph and the suggested retail price is \$499.95, P.O.E.



The new 1971 Broncco 100cc Trailbike.

BULTACO — ENTHUSIASTS MACHINES

Dr. Francis Xavier Bulto is a motorcycle enthusiast of the first water, and his factory in Barcelon, Spain is staffed exclusively by enthusiasts who share the same love for the two-wheeled steed. Bultaco workers build the kind of motorcycles that they like and, as owners soon discover, what they like, others love too. The research and development departments occupy nearly half of the Bultaco factory, and among other new things being designed there for the future, is a road-going twin. But it probably won't be seen this coming year.

What will be seen, leading the list of new models from Bultaco, is the 362.8cc El Montadero (the mountaineer). A single cylinder 2-stroke with a ten-to-one compression ratio, the Montadero puts out a claimed 32.6 horsepower at 6,000 rpm. It has a 4-speed gearbox, wheelbase of 56" and weighs 251 lbs. The Montadero met its first test in the 1970 International 6-Days Trial and came through with a gold medal.

Also new for 1971 is the extensively-revised Sherpa T trials mount, with its 244cc, torquey, single-cylinder engine and 5-speed gearbox. The forks, holding a 3.00 x 21" wheel, have 6½" of travel. By revising the frame, ground clearance has been increased to 10¼". A newly designed tank, air cleaner and detail modifications makes the Sherpa T for '71 one of the finest trials bikes available.

In two engine sizes is the new Lobito Mk 4. Both the 175cc and the more familiar 125cc Lobitos look similar, but the 175 has a little more wheelbase, a little more fork travel and ground clearance and weighs about 4 lbs. more.

BSAs, TRIUMPHs ARE '71 STANDOUTS

Ten new motorcycles lined up in the Palm Springs desert were formally unveiled to the press by BSA, Inc: President Peter Thornton and his gang of whiz kids. The BSA's for 1971 were revealed in new, track-styled "handler" frames with integral oil reservoirs for weight reduction. Alloy motocross forks give the sports models better handling along with a conservative chopper look. And the big news is a new 350cc double-overhead cam twin called "Fury" (Thornton once worked for Chrysler Corp). It comes with optional electric starter and the brake on the right side.

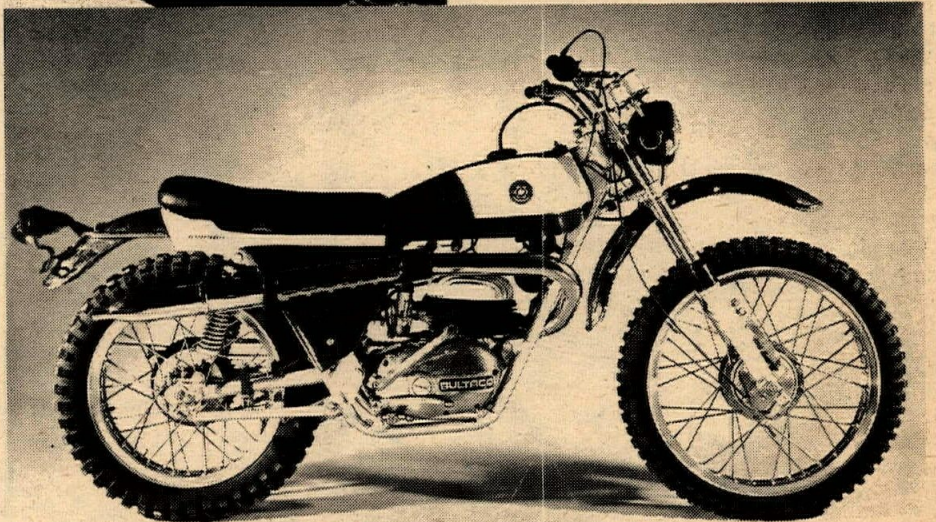
But the best news from BSA is that their long-awaited Victor Special is now available. It was well worth waiting for. We have often tried to imagine what the perfect motocross bike would look like, feel like, how it would perform, but riding the new Victor across the desert exceeded our highest imaginings. It is balanced like a trials bike, light as a trail bike and turns on like a trigger. What's more, the 4-stroke 500 gets it on NOW at any revs in any of its four gears. After riding it, we can understand how the BSA stars of the Trans-AMA made it look so easy. It's mostly in the bike. The price of this modern marvel machine is said to be in the \$1,300 range and naturally there won't be enough to go around. We suggest you place your order early. We already have.

It takes a lot of guts for a company to admit that its share of the market declined the past year. But BSA, Inc. has faced that reality, openly, and resolved to controvert it. With what the new BSA and Triumphs have to offer in new models and improvements, they very likely shall.

Folks at BSA are claiming some



The improved 1971 Bultaco Sherpa T was developed especially for Trials.



The Bultaco Montadero is new for 1971, did well in 6-Days Trial.

STEENS — NEW MIDIS

It looks like a bright future for the new "midi-bike" trend, with first Indian's "Boy Racer," then Yamaha's Mini-Enduro, and now Steen's of Alhambra, Calif. introduces its F100

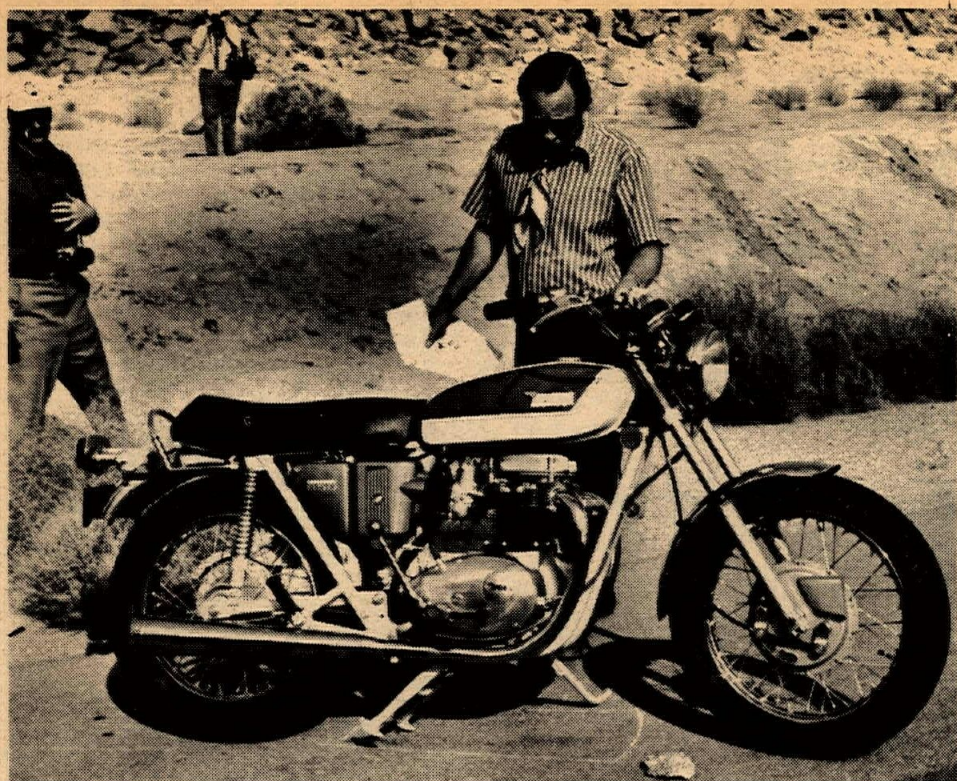


mini-cycle powered by the race-proven Hodaka 5-speed 100cc, which develops 9.8 honest horsepower at 7,500 rpm. The F100 has Ceriani suspension, 27" saddle height, 16" wheels and weighs in at 125 lbs.

substantial innovations and improvements on the 1971 models of their familiar line of four stroke singles and twins and on the year-old Rocket 3. They've also strengthened their efforts to appeal to a broader riding public with the introduction of the DOHC (dual overhead cam) 350 Fury and 350 Fury cc.

On the styling end, engineering innovations have resulted in alterations that are both comfortable and aesthetically pleasing. Not only have styling changes like gas tank design, speed striping and new colors been introduced to catch (and hold) attention, but updated electrical equipment, new switch consoles and direction indicators have accented the intention of the BSA engineers to combine form and function in their products.

The major engineering improvements, however, are to be found in the



Look familiar? It's the new 1971 BSA Lightning with the race-proven "lube-tube" frame.

areas of frame design, brakes and wheels. With the exception of the Rocket 3 and the two new Fury models, all of BSA's production machines for 1971 will feature racing-type frames that carry engine lubricating oil. Racers have long favored this type system for the obvious space and weight saving it affords. To trim even more pounds from their motorcycles, BSA has replaced some of their steel components with lighter and reportedly stronger (on a pound for pound basis) alloy parts. With the weight reduction and the complementary handling improvement in mind, forks on all 1971 models have aluminum alloy sliders and the wheels have finned, aluminum alloy brake hubs for a substantial reduction of unsprung weight.

Since dirt riding has captured the hearts of American cyclists from the "docile" businessman, to the student, to the housewife, to the "you-name-it," BSA has concentrated on off-the-road and recreational riding for 1971.

The Victor 500 and Victor 250, patterned after the 500 MX, are serious trail bikes which have the capacitor ignition for racing as well as the conventional ignition which, along with the quick-detachable lights and rear sprocket, makes the bike street legal.

Like the 500 MX, the 500 and 250 Victors both have the oil-filled frames, tapered roller bearing steering heads, aluminum alloy racing forks and hubs, motocross handlebars and aluminum gas tanks. Brakes are of the single leading shoe variety with a 6" brake up front and 7" to the rear on all three models. Also like the 500 MX, the Victor 250 and 500 both have the interesting and innovative 20" front wheel, but where the MX comes fitted with knobbies, the other two have trials tires.

Further down the off-road line that is, extending the compromise between the street bike and the serious woods bike — BSA is offering for 1971 two Street Scramblers, the 500cc Gold Star SS and the 250cc Gold Star SS. Both machines are to incorporate many of the features of the motocross machine — oil-filled frames, new forks, new brakes and wheels (the 18" front wheel is retained for these models) quick-detach lighting equipment and rear sprocket. BSA insists that these two machines are "true street scramblers derived from trail bikes" rather than a street bike with upswept pipes and trials tires.

The Lightning, Firebird and Thunderbolt constitute BSA's twin-cylinder road bike line for 1971. All three have retained the same time-proven 650cc power plants but have undergone some dramatic re-engineering with new double-loop frames to carry engine oil, new forks with tapered roller bearings in the steering head, new wheels with alloy brake hubs to reduce unsprung weight, as well as rubber mounted instruments and handlebars to reduce vibration and road shock. The BSA people are claiming significantly improved mid-

With high ground clearance, skid plate, upswept exhaust pipes, stainless steel fenders, folding footpegs and wide-stance trail handlebars, the Triumph Trophy 500 is ready to take to the woods. A lighter, off-road version of the Triumph 500 twins, the Trophy 500 has a single carburetor and turns on 38 bhp at 7,000 rpm.

The dual carburetor 650cc Triumph Bonneville, is the most successful machine that Triumph has produced. Winner of the 1970 U.S. Grand National Championship, with a racing modified version. Bonneville best displays the major engineering features for 1971. These include: new double-loop, racing-type frames containing the engine lubricating oil to save weight and space; new racing-type front forks with aluminum alloy sliders to reduce unsprung weight; new wheels with finned, aluminum alloy hubs; and quick detach rear wheel sprockets for changing gear ratios.

A separate Bonneville model will be available with a five-speed gear box for 1971.

Triumph's single carburetor Trophy 650, shares all major Triumph improvements and comes equipped with high

As with the Bonneville, both Trophy and Tiger 650's offer separate models with five-speed transmissions for 1971.

Street Scramblers are usually off-road versions of a road machine, but Triumph's Blazer SS follows a different route by relating directly to their off-road bike, the Trail Blazer. The Blazer SS shares all the major features of an off-road motorcycle but comes road equipped with higher gear ratios for touring.

Electrical equipment on both new models is Lucas 12 volt with the following major improvements: vital electrical components are now protected in a compact box located below and in front of the gas tank. This box incorporates the ignition coil, condenser, Zener diode and rectifier, new 4-position ignition switch, flasher unit for direction indicators, a capacitor ignition system to permit running without the battery during competition and a plug for removal of the headlamp assembly during competition.

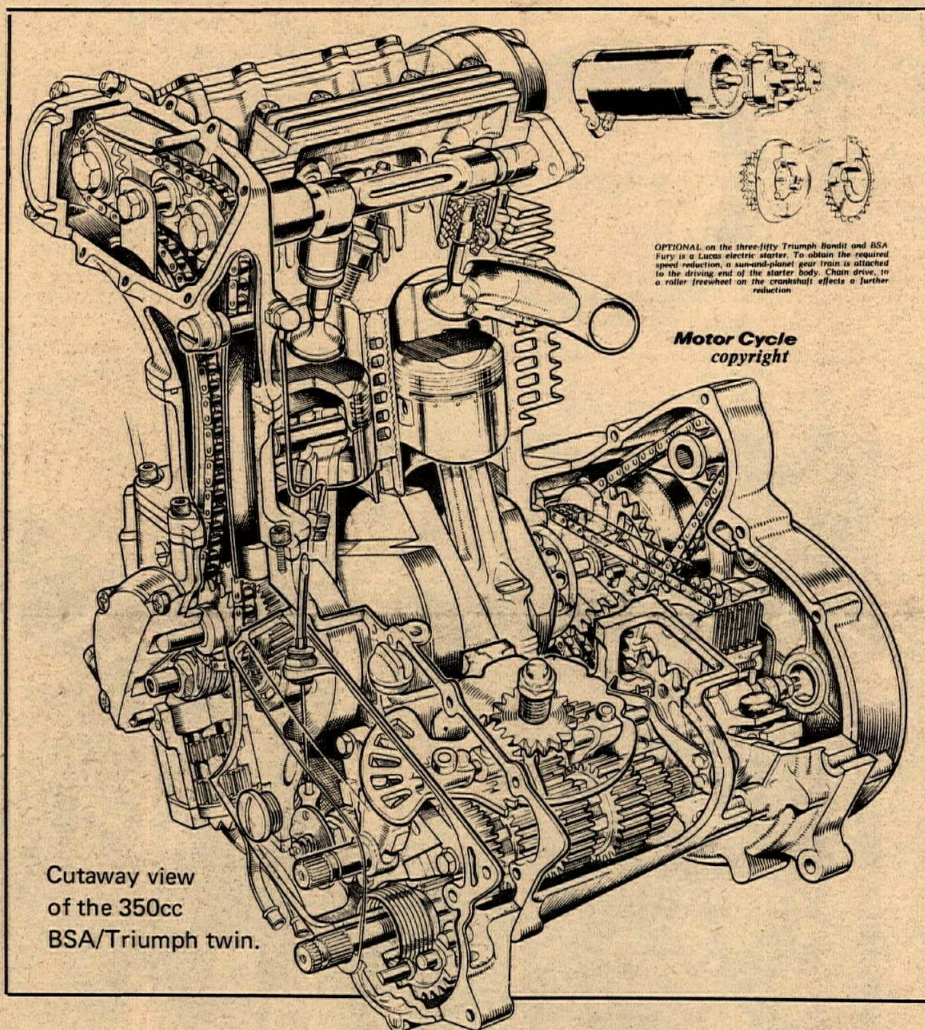
Stars of the 1971 Triumph line-up are the all new 350cc Bandit and the 350cc Bandit SS twins. Brand new from the ground up, the Bandit 350 is the ultimate in lightweight high speed road machines. The 350cc, four stroke double overhead cam machine features a five-speed gearbox with left side gear changing.

The Bandit SS street scrambler has all the features of the Bandit 350; race developed twin loop frame, new forks with aluminum alloy sliding members, aluminum alloy hubs finned for better cooling and rubber mounted instruments and front fender to reduce shock.

Holder of the U.S. closed track record of 157.34 mph set last March at Daytona, Florida, by Grand National Champion Gene Romero, the 750cc Triumph Trident has also been re-styled for 1971.

Fitted with new megaphone silencers slightly upswept to provide more ground clearance when cornering, direction indicators, new fenders and rear lights — the Trident also adds a new 8" double leading shoe front brake with finned aluminum alloy hubs and with an air scoop for maximum heat dissipation. The Trident also has rubber mounted instruments and handlebars to reduce road shock. A separate model will also be available with a five-speed gearbox.

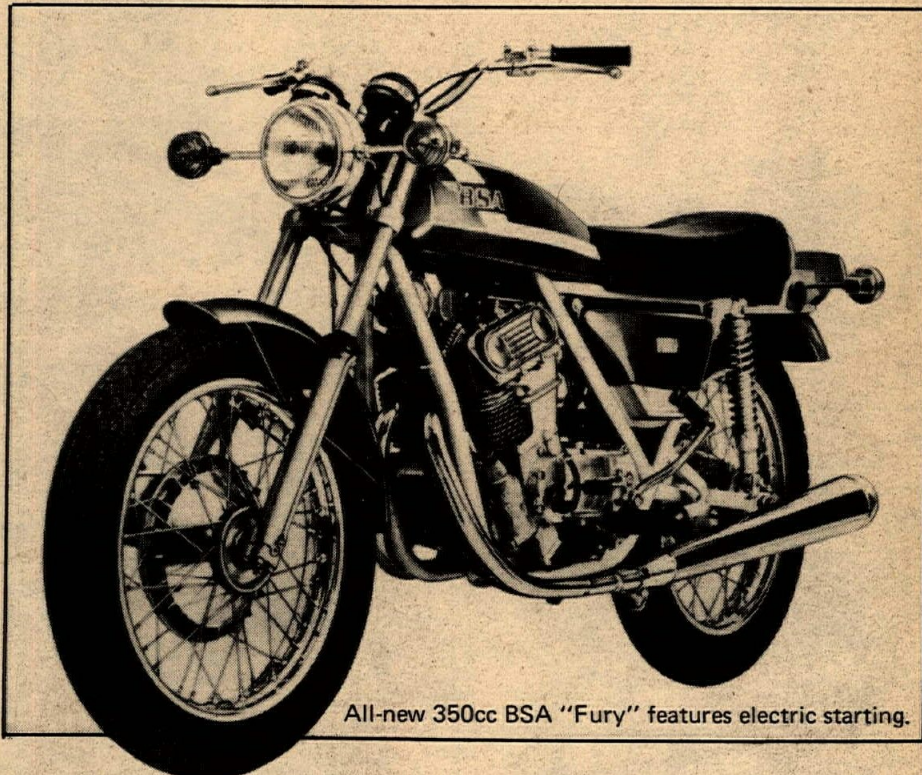
With its three cylinder engine developing 60 bhp at 7,200 rpm and top speed of 130 mph in standard trim, the 1971 Triumph Trident sets new stan-



range performance resulting from the addition of large volume air cleaners and new megaphone exhausts.

Beezer's big road machine — the powerful 750cc, 60 bhp Rocket 3 — boasts some subtle styling changes for '71. These features include a new gas tank, abbreviated side covers, rubber mounted fenders and light mountings and new megaphone exhausts which are slightly upswept to improve looks and to permit a greater angle of lean when cornering. Mechanical improvements include the lighter front forks and steering head, new finned aluminum 8" double-leading shoe front brake and a road racing tire with wrap-around tread to permit maximum safe lean. A separate model of the Rocket 3 with a five-speed gearbox will also be available for 1971.

Completely new for this year are two 350 cc models — the Fury road machine and the Fury SS street scrambler. Both machines are powered by dual overhead cam engines with "over square" bore/stroke ratio, providing a flat power curve and high mid-range torque for flexible performance. Both models also have a five-speed gearbox with the shift lever on the left and the quick-detach sprockets for easy alteration of gearing for different types of terrain. The two Fury models produce 34 bhp at 9000 rpm to attract riders who are interested in fast touring on a middle-weight bike.



All-new 350cc BSA "Fury" features electric starting.

exhaust pipes, skid plate, lower gear ratios, heavy-duty air cleaners and wide-stance rubber mounted handlebars.

The 650cc Tiger is a single carburetor low pipe version of the Triumph twin. Sharing all Triumph's major improvements for 1971, the Pacific Blue Tiger 650 is one of the most reliable and smoothest road machines available.

dards as one of the fastest and most comfortable production road machines in the world.

With every indication that this will be another record year for the motorcycle industry, Triumph's new line of motorcycles reflects an aggressive program to carve out an even larger share of the burgeoning U.S. motorcycle market.

HONDA — MORE OF A GOOD THING

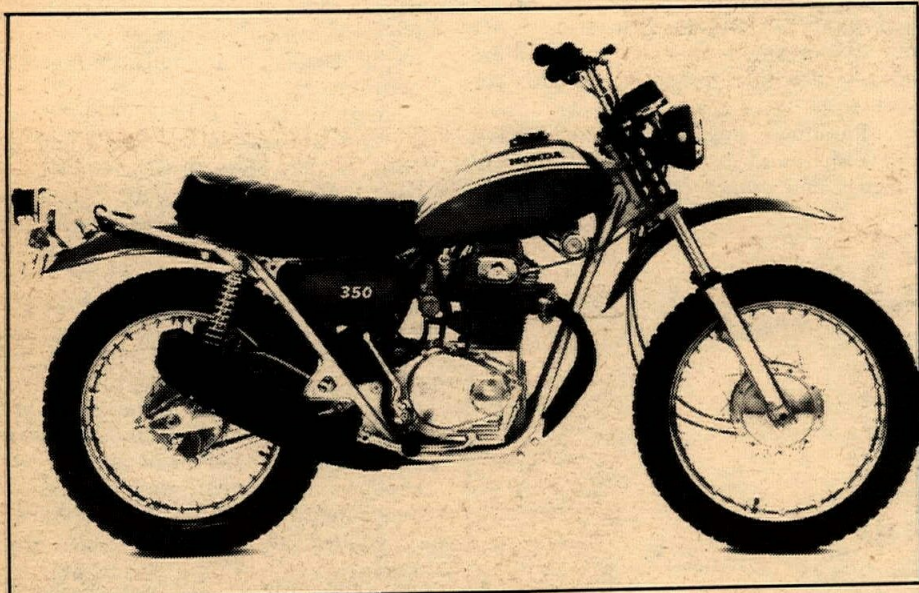
Although the balance of the 1971 Honda line will not be introduced until late in January, the 1971 models already out give us a few clues as what it will unveil. One helpful clue is in the new 325cc Motosport twin — a light (for Honda) 300 lb. dirtburner that is aimed straight at the heart of the off-road market. Although Honda's expensive surveys have shown that strictly dirt-bike registrations are only a tiny percentage of the market, initial success with the Motosport models may be convincing Tokyo that there's more here than meets the surveyor's eye. After all, most dirt bikes are not registered, and so would not show up in the conventional survey.

We can hopefully look forward to more and better dirt-going models from Honda in the future — perhaps even a

venture into motocross racing to improve the handling and power characteristics of their future designs. But depend on mighty Honda to hedge



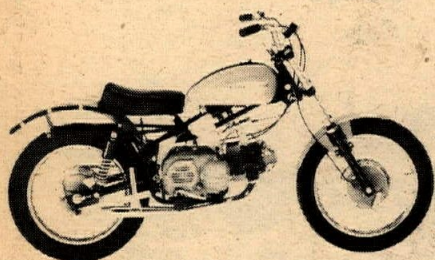
750cc Honda 4-cylinder is basically unchanged for the future.



Motosport 350 comes very close to being the first real dirt machine from Honda.



H-D Baja — a winner wherever it races.



Competition model Sprint is race-ready.



King of the Road, the Electra-Glide is the world's largest, most luxurious motorcycle.

its bets with full road equipment on everything outside of the minibike class. It does help sales.

Also look for significant design changes on the popular 4-cylinder 750K1. If Honda wants current owners of their fours to trade in, (and they do), then they'll have to make the new model at least LOOK different.

HARLEY-DAVIDSON — NEW BLOOD IN THE OLD VEIN

America's beloved motorcycle manufacturer has all it can do just meeting the orders it already has. But that didn't keep Harley-Davidson from introducing the Super Glide — a stock chopper based on the familiar 74. Rumors of a brand new multi-cylinder Harley-Davidson keep cropping up, and they may have some basis in fact. But don't look for it this coming year.

For 1971 H-D has put together an extensive line that ranges from the little 65cc Leggero up to the enormous 1200cc Electra and Super Glides. The ever-popular Sportsters have been punched out to a full 900cc and recently won the title "World's Fastest Motorcycle."

Look for the 750cc XR racing jobs to emerge from their maiden year into 1971 with most if not all of the teething problems sorted out as they try to win back the number one AMA plate. With Evel Knievel jumping the XR now, and Bronson reruns on tv, once again Harley-Davidson will be hard-pressed to supply enough of the popular big bikes to satisfy the American market.

MONTESA — NEW 125 COMING

Adding to its growing line of sporting machines that includes the 360cc and 250cc Cappra and LaCross motocrossers, the 250cc Cota Trials (which recently overcame the

formidable Sammy Miller in a European championship) and the 250cc King Scorpion, Montesa has a new 125cc coming for 1971.

Looking like a miniature Cappra, with upswept exhaust, the as yet unnamed 125 is a single cylinder 2-stroke with a 51.5mm bore and 60mm stroke that develops mucho torque and a claimed 19 hp. at 7,500 rpm. It weighs only 198 lbs., has a simple 4-speed gearbox driven via geared primary and all-steel clutch in the dependable Montesa tradition. Look for it at Montesa dealers soon.

KAWASAKI — NICE THINGS FROM NIPPON

Although rumors of the fabled 750cc Kawasaki three have not yet materialized, late 1971 might still spring some surprises from the industrial giant. As it is, with bikes in the line ranging from a new 75cc minibike through the



121 lb. Kawasaki minibike goes 40 mph.

10-speed (with change switch) 100cc, the 175 Enduro, the 250cc Samurai and Enduro, the 350cc Avenger Twin and 350 Big Horn Single all the way up to the phenomenal 500cc Mark III, Kawasaki is pretty well equipped for the future.

The Mach III's tank has been smoothed to eliminate the recesses and

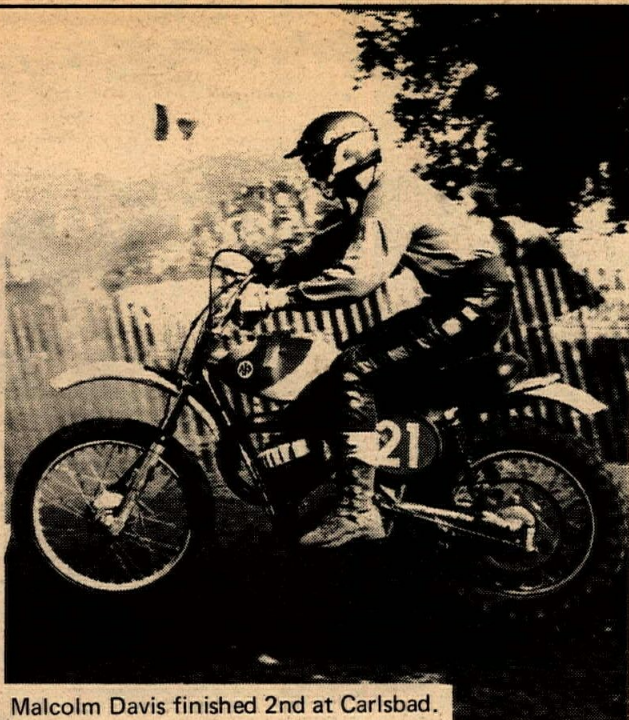
(Please turn to pg. 14)



Harley-Davidson Super Glide introduces custom chopper styling into the production motorcycle market for the first time.

AJS

STORMER



Malcolm Davis finished 2nd at Carlsbad.

**TORQUEY
370
Y50**



Jim West (right) was 1st American at Bay Mare — the little fella also goes pretty good on an Ajay!

**SMOOTH
250
Y40**

Whilst AJS did not blow everyone into the weeds in the 2 recent International Moto Cross Series, we proved convincingly that sheer weight of numbers (like some people) is not the only formula for success.

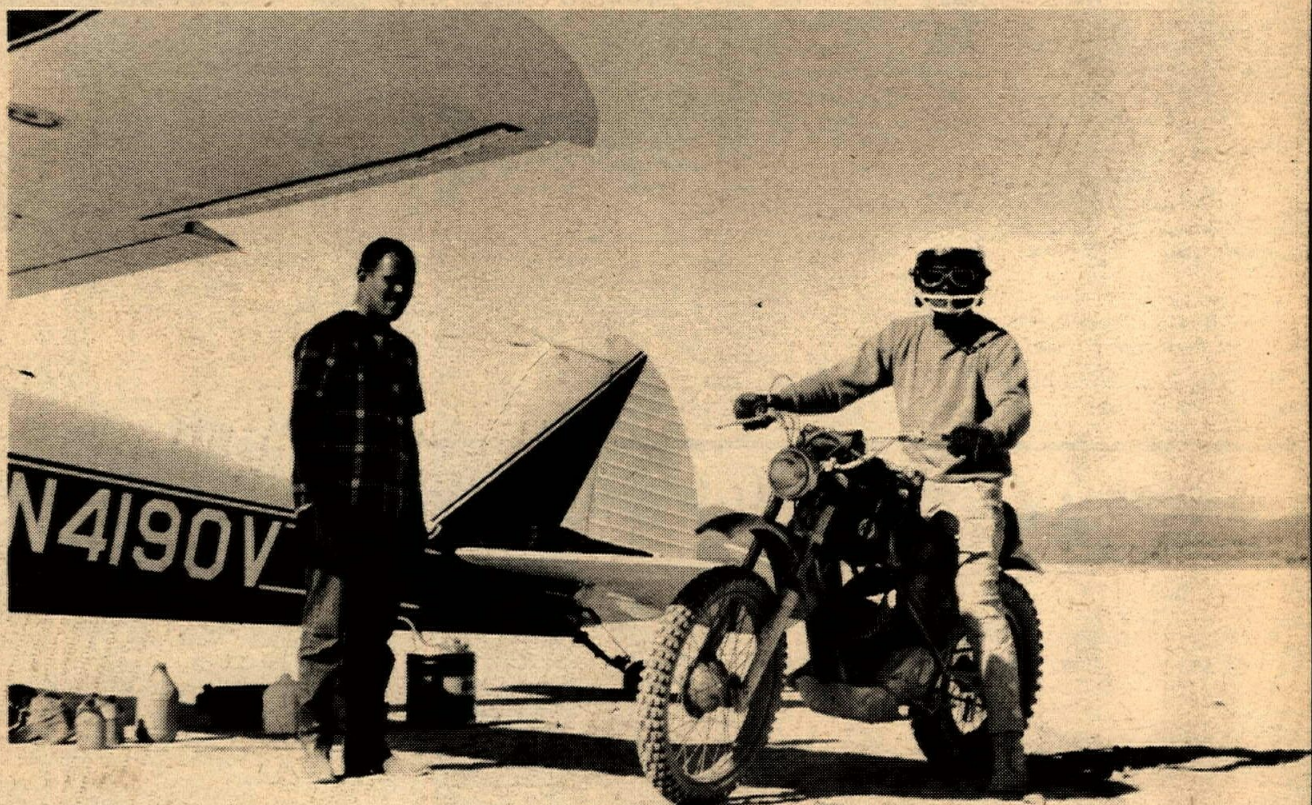
We also proved that an exotic machine costing many thousands of dollars (like someone else) is only just good enough!



Andy Robertson rushes out of the woods at Salem.

TIJUANA to LA PAZ IN 27hrs 15min

NORTON-A.J.S. MOTORCYCLES
6765 PARAMOUNT BOULEVARD
NORTH LONG BEACH, CALIFORNIA
90805

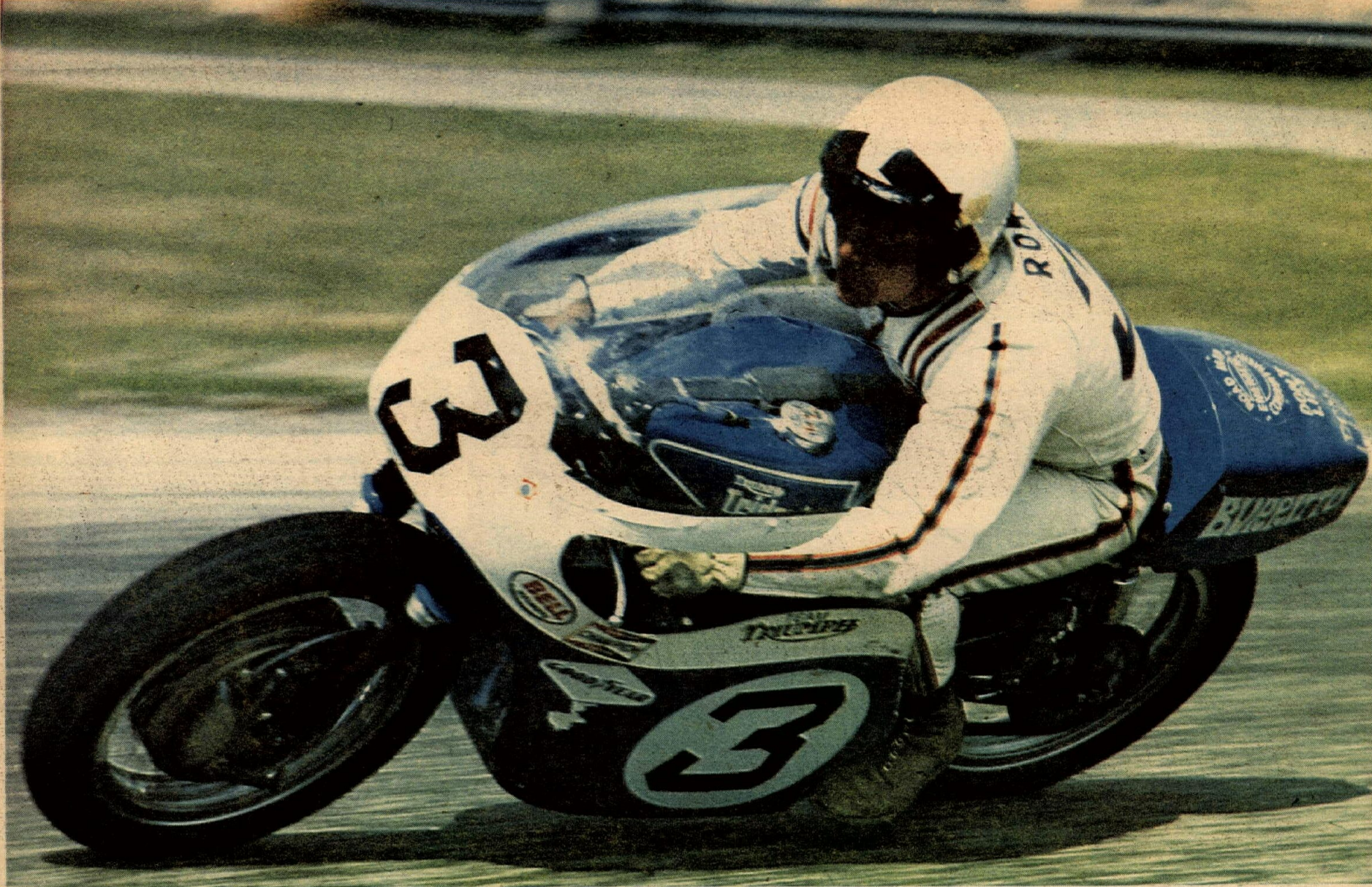


Even Doug Douglas takes a break sometimes!

is **PROOF INDEED** of **STORMER** **STAMINA**

They obviously handle better!

AJS



ROMERO: CHANGE MADE THE DIFFERENCE

There were two different Gene Romeros entered in the 25-race AMA Circuit in 1970; as different as two riders can be.

The first to appear on the scene was National Number Three, a consistent but non-victorious Expert from San Luis Obispo. He was confident but not to the point of winning, having suffered frustration ever since his first and only National win in August, 1968.

Last season, this young man failed to win a race but finished second in the standings, mainly upon the strength of five seconds and four thirds. When this season began, he appeared to be the same: a consistent finisher but not a winner.

Then came August 30 and a new, quite different Romero appeared at Sedalia, Missouri. Mounted on his Triumph, he did something in a National he hadn't done in more than two years: he won. Why? He says it's because he changed mechanics. This change made Romero change, too.

The race was significant for another reason as well. It was, in retrospect, the

turning point of the year. Until this point, the race for the Number One plate was restricted to two individuals; Jim Rice, a young (22), second-year Expert who was tearing up the circuit with half-a-dozen wins; and Dick Mann, a veteran (37) whose accomplishments were well known and also somewhat frustrating since he had only won Numero Uno once in 17-years.

This day that Romero chose to change into a winner was the same day Mann was forced to retire from contention after suffering a broken leg. This day, also, Romero took over second place behind Rice.

With the "New" Romero to contend with, Rice tried desperately to retain the front-running position. But Romero, who showed earlier in the year that he had the machine capable of winning when he set the fastest qualifying time ever at Daytona, was coming on strong. After Chuck Palmgren's Nazareth win for Yamaha, Romero came to race Sacramento's Mile. Here he had the momentum.

The rest is history. Of course, Romero won with Rice coming in far

back in the pack, primarily due to a broken nose sustained in the heat races and a sick engine which had its front end entirely "built" in a little more than an hour after a spectacular crash. The first by "Burrito" and Rice's distant finish added up to the fact that Romero was officially the new Grand National Champion.

Romero, using his new confidence, then finished up the season in great style by winning the next National as well, the 20-lap Half Mile at Ascot Park a week later. By winning, he became the first and only National rider to win two in a row in 1970.

Then, in the season finale, just to prove his prowess, he grabbed second behind Mark Brelsford's only first place finish.

In all, 97 riders scored national points in the 25 Nationals in 1970. Of these, 36, mostly in the top 50, went to California riders who won 20 of the nationals and placed eight riders in the top 10.

BSA was the winning brand in the battle of the salesroom floor. The Birmingham models captured 10 national finals, six by Rice. Harley-Davidson ranked second with seven wins. Their leading rider was the dethroned champ Mert Lawwill with three wins. Triumph was third with five victories; Gene Romero led the effort with three. Honda, Yamaha and Suzuki each captured a single victory on the national circuit. For Honda and Yamaha it was the first time in the big bike category.

The engine size battle between the 650's and the 750's was nearly a draw with the 750's coming up the winners, scoring 11 times while the 650's took 10 wins. A 500cc gained one win as did the 900cc size. The 250's gained two.

On the half miles, the most common track run and the type of event most run in nationals, BSA and H-D split right down the middle with four wins each. Triumph captured the other event. BSA dominated the TT's, winning three of the five nationals.

BSA split with Triumph as top machine on the mile tracks with each winning two. Yamaha scored the other single win. H-D captured both of the 250cc lightweight short track events.

Most evenly balanced were the road race nationals. Four were run and four different brands were winners. Honda, Suzuki, BSA and Triumph were the winning brands.

A dozen riders won national championships in 1970. By the same token, 12 Amateurs captured main events at national races during the year to give the '70 national season the best balance in years.

California Amateurs kept pace with the Golden State Experts, placing five winners amongst the dozen that won. Dave Aldana and Don Castro, the two leading Amateurs on the circuit in '69 came up as the top two rookie Experts, placing third and fifth in the final National Standings. Separate points are not kept in the Amateur standings and rankings can only be based on actual wins. This year it was a tie between Michigan's Rex Beauchamp and California's John Hateley. Each won four.

Best averages for total points in the Expert class within the final top 10 go to Gene Romero and Tom Rockwood. Romero scored in 20 of the 25 nationals. Rockwood scored in nine events but only entered 12, less than half the nationals.

Mann gets the honors this season for scoring on the most brands. Mann scored national points on BSA, Honda, Husky and Ossa. He also won two events, one each on BSA and Honda.

Most versatile in the win category also came up with a tie between Rice and Lawwill. Each rider won three different type of races. Rice scored in TT, half mile and Mile while Lawwill scored in TT, half mile and Short Track.

Three riders became first time national winners during 1970. Ron Grant, Dave Sehl and Dave Aldana. Grant is a veteran Expert, Sehl was in his second season with a white plate and Aldana was a rookie. Mann is the oldest rider to finish in the top 10, Rockwood the youngest.

First time riders in the top 10 include; Aldana, Castro, Rice and Rockwood. Dropping out of the top 10 who were in the select group in '69 were: Cal Rayborn, Bart Markel, Larry Palmgren and Grant. Rice ranked 11th and Rockwood 16th in '69.

But, now that it's over, frustration can still describe most of this season's riders who followed the circuit. In particular: Rice, Mann and defending champion Lawwill.

Rice started the year on a good note by winning the Indoor TT, Feb. 6, in the Astrodome in Houston, Texas. Mert followed the next night and won the

(Please turn to pg. 21)

1970 AMA NATIONAL WINNERS

Date	Event	Place	Winner
2/6	Indoor TT	Houston, Texas	Jim Rice
2/7	Indoor ST	Houston, Texas	Mert Lawwill
3/15	200 Mi. RR	Daytona Bch., Florida	Dick Mann
4/5	125 Mi. RR	Kent, Washington	Ron Grant
4/19	10 Mi. DT	Palmetto, Georgia	Jim Rice
5/3	10 Mi. DT	Cumberland, Maryland	Mert Lawwill
5/17	200 Mi. RR	Talladega, Alabama	Dave Aldana
5/31	10 Mi. DT	Reading, Pennsylvania	Jim Rice
6/6	10 Mi. DT	Louisville, Kentucky	Dave Sehl
6/14	100 Mi. RR	Loudon, New Hampshire	Gary Nixon
6/26	25 Lap TT	Hinsdale, Illinois	Eddie Mulder
6/28	10 Mi. DT	Columbus, Ohio	Dave Sehl
7/5	10 Mi. DT	San Jose, California	Jim Rice
7/11	30 Lap TT	Castle Rock, Washington	Dick Mann
7/18	50 Lap TT	Gardena, California	Mert Lawwill
7/26	20 Mi. DT	Santa Rosa, California	Jim Rice
8/16	10 Mi. DT	Terre Haute, Indiana	Dave Aldana
8/21	25 Lap ST	Hinsdale, Illinois	Bart Markel
8/23	20 Lap TT	Peoria, Illinois	Jim Rice
8/30	15 Mi. DT	Sedalia, Missouri	Gene Romero
9/6	50 Lap DT	Nazareth, Pennsylvania	Chuck Palmgren
9/7	50 Mi. DT	Indianapolis, Indiana	Dave Aldana
9/13	50 Mi. DT	Sacramento, California	Gene Romero
9/19	10 Mi. DT	Gardena, California	Gene Romero
10/4	10 Mi. DT	Oklahoma City, Oklahoma	Mark Brelsford

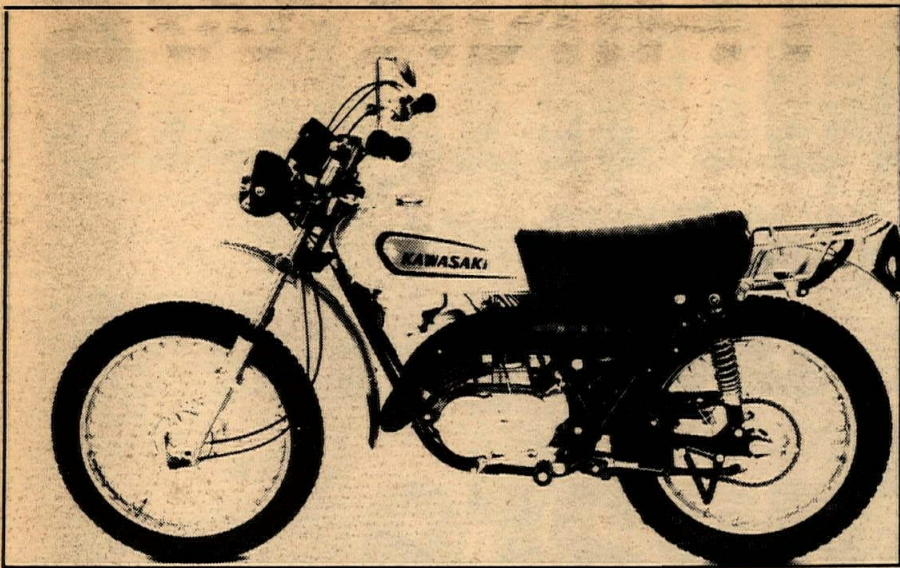
The first motorcycle races ever at Madison Square Garden. The Yamaha Silver Cup.



This is it... the big one. January 25. 8pm. AMA sanctioned. \$12,000 purse. Top U.S. professional riders. 15 events. Then. The Yamaha Silver Cup. For tickets call Madison Square Garden: 212-564-4400. Or call Ticketron: 212-644-4400. Special group rates.

MANUFACTURERS PRESENT 1971

(Continued from page 10)



175cc Kawasaki boasts 21.5 horsepower, futuristic Hatta forks, rotary valve engine, 5-speed gearbox. It's ready for the big future trend to Enduro riding.

presumably increase the fuel capacity. All the Kawa's have the new "laser blend" paint that has to be seen to be appreciated.

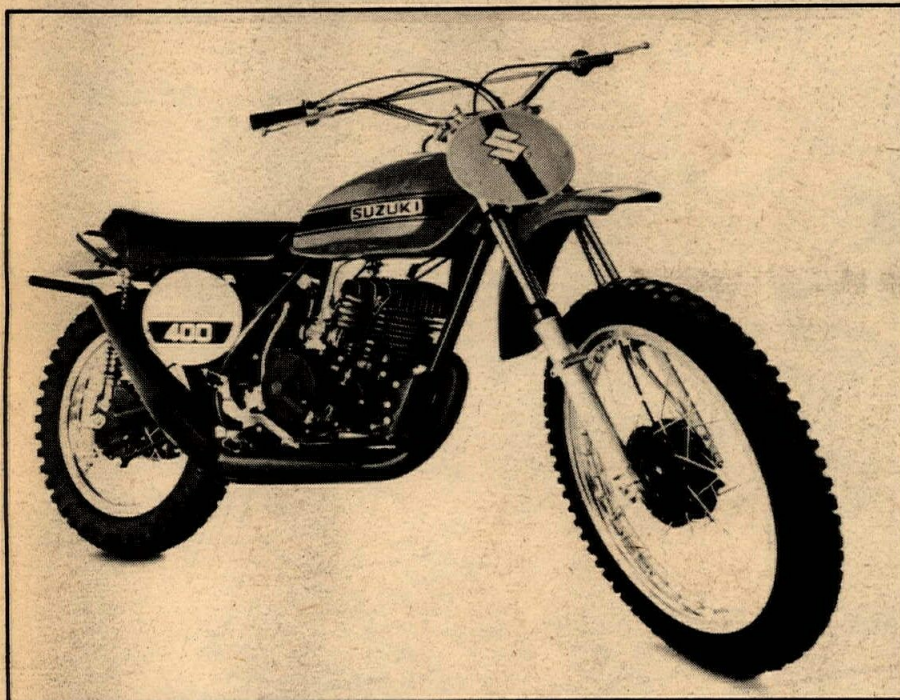
14 NEW SUZUKIS HAVE KNOBBIES

In announcing their 1971 models, Suzuki shows that they are ready to take on the competition in any area. For the first time Suzuki has a full line of off the road and competition motorcycles for the serious rider.

After winning the worlds 250cc motocross championship, Suzuki moves into the local motocross scene with a 400cc replica of their very fast 370cc



50cc Suzuki Gauchito has all the styling dash of its motocrossing big brothers.



Suzuki TM-400R Cyclone is replica of Joel Robert's racer, with \$999 price tag.

factory racer. With 40 horses, 7.1 inches of front fork travel, capacitor ignition and a ready to race weight of 236 pounds, the under \$1,000 machine should prove very much in demand.

The well proven 250 Savage has been given a much needed weight trimming and the engine appears very similar to the racing version of the machine. The 250 also features the new pointless ignition.

New for '71 are the 185cc Sierra and the 125cc Duster. Suzuki says of the Duster, "It will outperform any other

125 enduro on the market. Period." With an all up weight of less than 200 pounds and 13 horsepower, the new bike may just do that. The 185cc bike has 17.5 horsepower. Both machines have 6 inches of travel in the front forks and a top speed of over 70 mph.

Rounding out the line of off the road bikes are the previously introduced 120cc Cat, which has a 6 speed dual range transmission, the 90cc Blazer, the 90cc Goucho, and a 50cc Trailhopper mini-bike.

The Street rider is not overlooked for



A 90cc twin for the street is Yamaha's HS1-B.

'71. The well proven 500cc Titan, which has won several AMA National road races, is again available for the rider that wants to get out and cover some country.

Suzuki's 40 horsepower 350cc Rebel has been completely restyled for '71 but, still features the well proven 6 speed transmission.

Entering its sixth year of production, the 250 X-6 Hustler has been cleaned up in the styling department and now has 33 horsepower for the rider that wants a high performance 250 street machine.

Rounding out the street model line up are the 125cc Stinger twin, the 50cc Goucho and the 50cc Cutlass.

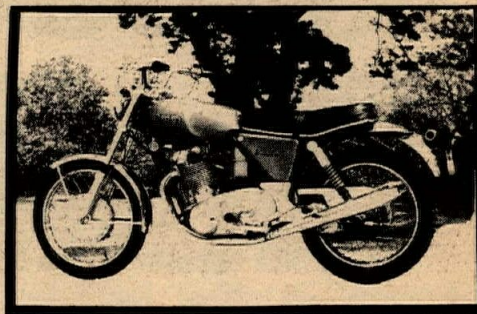
Suzuki's 50cc bikes offer the rider interested in small bikes several interesting features. The 50cc Goucho has a five speed transmission and a top speed of about 65 mph.

This is truly amazing performance when the size of the bike is considered.

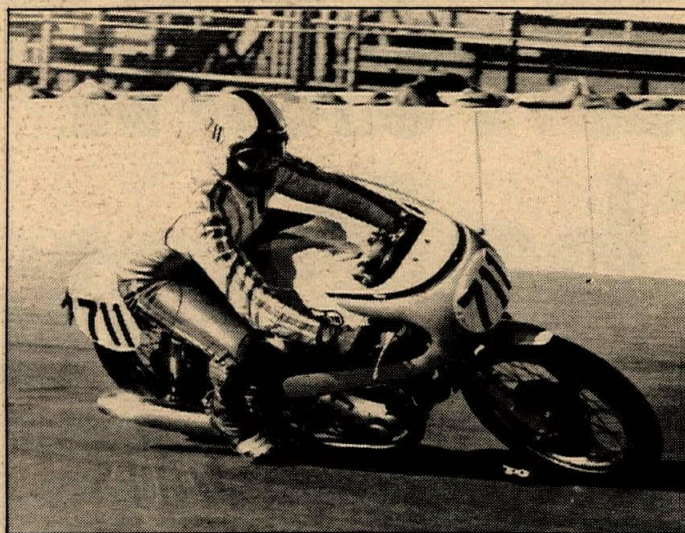
The 50cc Cutlass, which is a step-through design, features the only production reed valve, two stroke engine currently available. These two tiddlers have to be ridden to be fully appreciated.

NORTON — ONE FOOT IN THE FUTURE

Good things have been coming from the recently revamped Norton works. For 1971 they are kicking off a trend which will probably catch on with other manufacturers, by introducing the new Commando Production Racer — a semi-faired 750 with road racing clip-on bars, disc front brake and the popular Isolastic (flexible) engine drive train mounting. The famous "Fastback" and Roadster models continue into 1971 as two of the lowest priced 750's this side of Japan.



Norton 750cc Roadster.



Norton's 750cc Production Racer will do 125 mph top speed, in stock trim.

YAMAHA — TWO KINDS OF MOTORCYCLES

Having virtually dominated the dirt scene with its AT, CT and DT-1 single cylinder models (which continue into the new year virtually unchanged), Yamaha has again turned its attention to the future with a more complete line of street machines — one for every taste.

For the big bike rider, Yamaha presents the XS-1-B, 650cc. It's a brand new bike, yet still totes that all-powerful 650cc power plant that has torn up the biggest of the big name tracks, and consistently finished in the winner's circle. A new array of paint and chrome combinations make the point that the XS-1-B wasn't designed for America's streets, but rather America's streets were designed for it.

In the past, the 350cc models have been the backbone of the Yamaha line. Now, in 1971, the R-5-B, 350cc may surpass all expectations of the American consumer. Tucked-in pipes, new colors, new handling make it a real first-class

performer. The already proven Yamaha 350 engine will probably afford the R-5-B the distinction of being the fastest street-trimmed 350 ever produced.

The medium sized twin CS3B packs up to 85 mph, has a five-speed transmission and puts out 22 hp and 7500 rpm, allowing the rider to go anywhere. It's one that is approved for the freeways.

The lightweight in the street scrambler category for '71 is the twin Street Scrambler 90cc, HS-1-B. This twin packs up to 55 mph and has a five-speed transmission. A wise choice for those who will be discovering street riding for the first time.

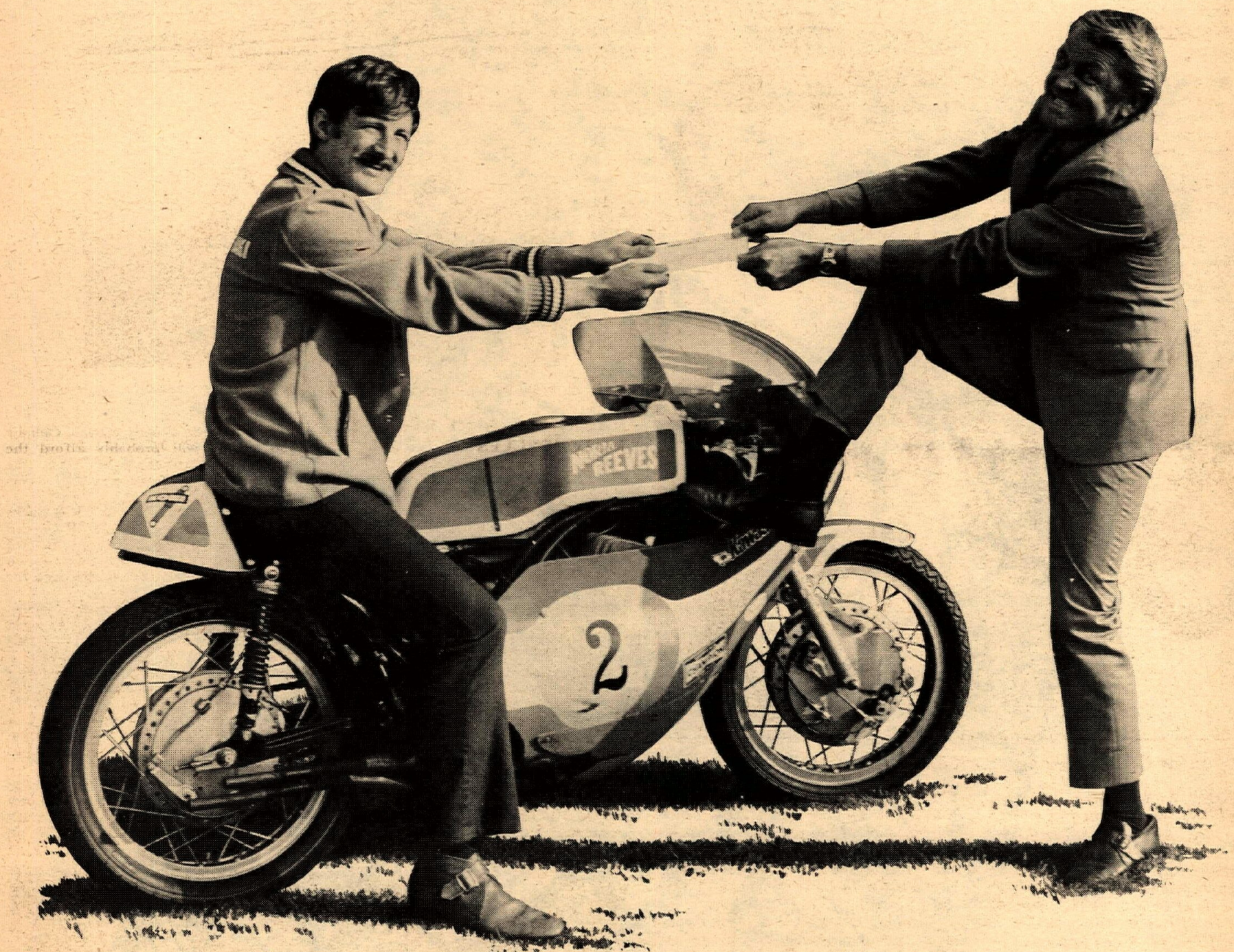
The G-6-SB, 80cc featherweight is a sure bet for the young. It's complete with four-speed transmission and Autolube injection system.

Like the six-machine off-the-road package, '71 Yamaha street models afford the buyer a size for every need...650, 350, 200, 90 and 80cc — all "better machines".



Yamaha's big 650cc twin will do much to put pavement under U.S. motorcyclist's wheels.

MAYBE YOU THINK WE ENJOY GIVING ALL THIS MONEY AWAY!



ACTUALLY WE DO!

When we have winners like Hurley Wilvert, who captured the Overall Open Class in the Castrol Grand Prix at Orange County Raceway — against all manufacturers and riders from all across the nation, we don't mind giving him that \$1,000 check at all. This race was the only International sanctioned F.I.M. race in the U.S. in the year 1970.

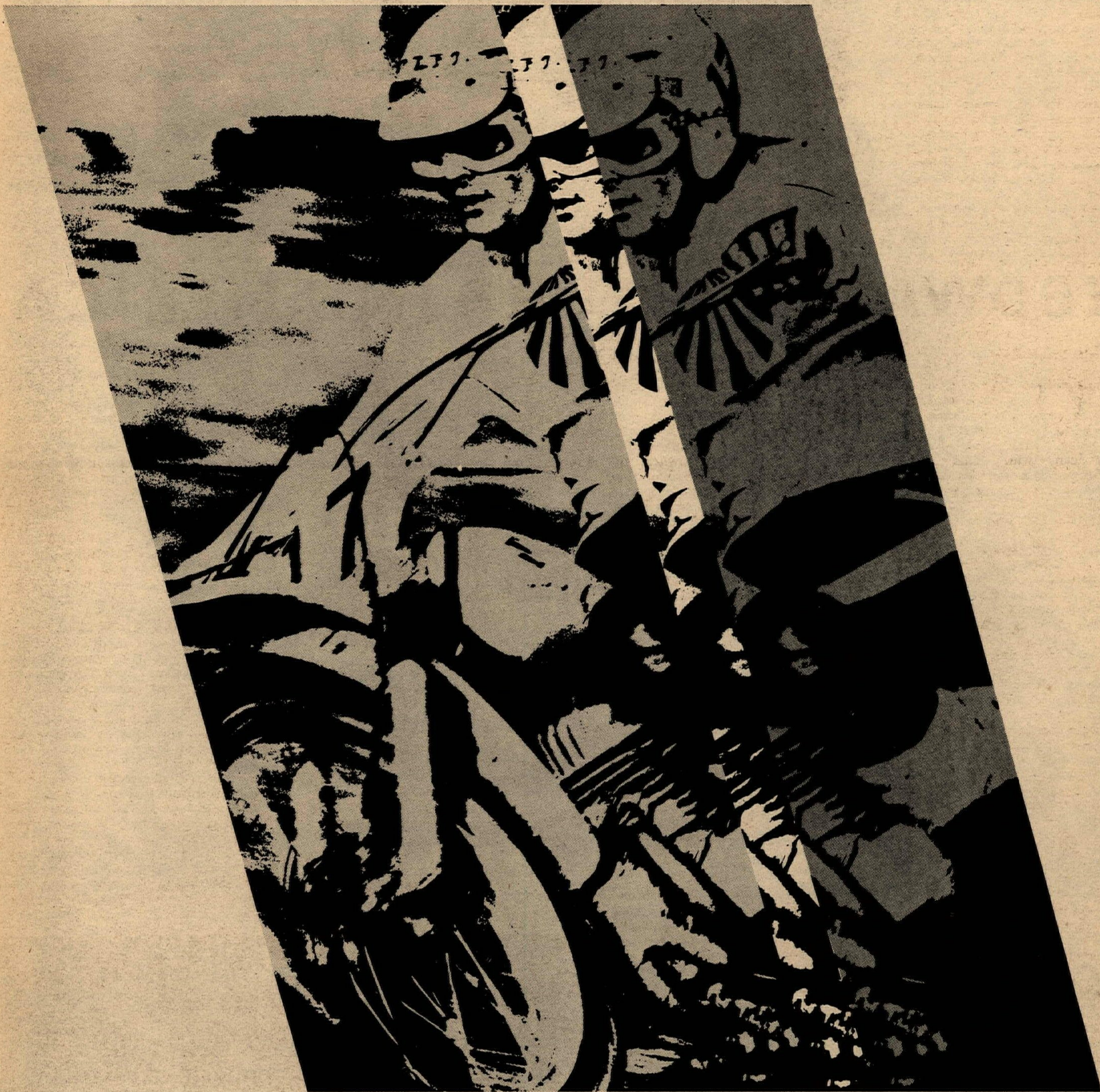
He's obviously quite happy about riding the Kawasaki H1R as well. This only continues to

prove KAWASAKI'S ADVANCED ENGINEERING IS... a winning combination of excellence when a good rider and superior machinery get together. It further proves that IT PAYS TO RIDE A KAWASAKI!

 **Kawasaki**

1062 MCGAW AVENUE • SANTA ANA, CALIFORNIA 92705

SUZUKI SCORES THREE IMPRESSIVE VICTORIES ON NOVEMBER 8th.



In the Trans-AMA at Dallas, Texas Joel Robert breezed to victory, his third since joining the circuit. Teammate, Sylvain Geboers won the Rocky Mountain Inter-Am at Lafayette, Colorado. Back in California at the granddaddy of California motorcycle classics, the 12th Annual Dirt Diggers Grand Prix, Larry Watkins streaked to victory in the 350. That's three impressive victories on November 8th. Something we're proud of. Winning gives you a reason to be proud. How about you?



THE FUTURE OF

By G. L. Barton

If the future of motorcycle sport is in jeopardy, and some believe it is, the reason would surely be related back to the politicians replacement word for mother, Ecology. Few sports have grown as rapidly in the past decade as the recreational vehicle field of which the motorcycle plays a major role.

As more and more people found greater time for recreation it was only natural to try to get out of the polluted environment of the city and start exploring the fantastic and beautiful country still existing in the mountains and deserts.

Along with our trips went a nasty habit of casting aside any item of trash we didn't want. In the city litter baskets were readily available and even the trash that was littered eventually was picked up by someone. But in the deserts and mountains there was no one to police the littering habits of the public and consequently the litter accumulated, much to the irritation of the residents of these remote areas.

Add to this list the other main reasons of soreness, noise pollution, soil and vegetation erosion and it becomes easy to see motorcycling as well as all recreational vehicles are on a collision course which is going to hurt a lot of people.

You may ask what has this got to do with Trials? Well, Trials competition got its start in Southern California in the early 1960's. Generally speaking, these



early pioneers of the sport were older men who had rode motorcycles for a number of years but felt that their family and business responsibilities could not be risked by a possible injury incurred by racing on tracks or cross country events.

These men still loved their bikes and had a great deal of competitive enthusiasm. A few had been in Europe

and had observed a few trials. None had had any experience at organizing a Trials but were willing to give it a try and out of these early contests grew the Southern California Trials Association.

Because most of the early organizers had been riding the desert and mountains for a number of years before motorcycling became so tremendously popular, they were probably able to

foresee the problems that would be all too soon in coming. Early in the game it became obvious that noisy, high horsepower engines were not necessary. Because of the relaxed atmosphere in trials competition, mufflers were soon made a requirement. To combat litter pollution the organizers always policed themselves to a very high degree. Soil erosion was seldom a problem because of the small number of competitors and the fact that most sections were in areas where soil erosion would have little effect or had already taken place.

Generally speaking one of the beautiful facts of Trials is that terrain that is unacceptable for any other purpose is ideal for Trials competition. Seldom is the same area used twice in a row so nature has a chance to return things to normal.

More and more people discovered Trials and it became very popular as a family sport with classes for women and kids as well as novice, amateur and expert riders. The bikes are now highly specialized and even the sporting organization of trials is growing to a national level with the formation this year of the American Trials Association.

Primarily the ATA's role will be one of establishing a uniform set of rules for the USA, aid new clubs in starting in their own areas, a standardized rating system for riders and sanctioning of events.

Despite a growing lack of available riding areas the outlook of Trials is quite bright. Trials already contain the ingredients necessary for motorcycling to continue, policing among its own ranks, quietness, dust control and a high degree of competition.

If you would like to find out more about this sport you may contact the American Trials Association, P.O. Box 2498, Orange, California 92669.

SPEEDWAY'S FUTURE IN AMERICA

By Jeannine Roccio

A new multimillion dollar sport; thousands of jobs created; thousands of dollars in prize money every week, more than \$90,000 paid out in 1970 alone. Any man with guts and determination can win. This is Speedway! The most spectacular new motorcycle spectator sport to appear in American in 20 years.

What is its future? Can it even survive?

What makes any sport click? Promotion, proper promotion. Successful promoters are the backbone of any sport offered to the paying public. The Orange County Fairgrounds speedway racing circle in Costa Mesa, promoted by Jack Milne, Harry Oxley and Gene Rhyne is the leading exponent of speedway racing today, with two successful seasons behind them and a future that certainly looks bright. These men are the nucleus of a new promotional phenomenon offering fans a motorcycle contest of thrilling elbow to elbow competition on a weekly as well as seasonal basis.

Why do some promoters succeed and some fail? This is the direct question in speedway today.

Dude Criswell, the man who had the driving interest and the courage to revive the sport in 1968, was forced out of business after one short season. His operation at Whiteman Stadium gave us the American speedway racers of rank that we see today. Whiteman Stadium of necessity succumbed to the County and its need for more airport land.

That year was the beginning. There were not more than two dozen speedway bikes available and not that many tuners and riders to throw a race meeting. And yet the word got around. Old bikes stored 20 years and more started appearing out of corners. Riders were practically nonexistent. As one boy remarked on that opening day "I've never even seen a speedway bike, let alone race one." Some remembered, older pros like Don Hawley and Stu Morley. Some were willing to try like Jack O'Brien, Paul Conserriere, the Bast boys, and the Haserot boys. The boys tried, the men relearned, the tuners shook their heads and remembered, and the sport was reborn.

Jack Milne, ex-rider, ex-world speedway champion, ex-promoter, took over the hard fought beginning and with his partners made giant strides. The sport in its infancy began to crawl. Orange County Fairgrounds is still the only truly successful speedway track today. Successful meaning proven.

So, what does the future see, in the

glass of time, for speedway? The answer must lie in progress. Beginning with those few motorbikes with tuners available two years ago, plus the handful of riders and few spare parts, some progress has been made surely. Criswell could see the future and himself started the beginnings of an association to bind together the riders and owners of speedway equipment. The first of this group were long time sufferers and/or beneficiaries of several organizations and were reluctant to bring the same sort of rules and regulations to bind and restrict the free growth of this infant sport.

But, even as they watched, it became unruly and untamed, dissipating itself in many directions and the need for order came about by itself. Few people knew the sport well enough to decide its good aspects and so out of necessity the Speedway Racing Association grew; riders, owners and tuners bound by need. A rules committee ordered for that happy combination of search that would satisfy both promoter and rider, and the means of enforcement. This is the law in speedway today, and as any law is subject to change, these rules will grow and mature with speedway itself.

The Speedway Racing Association has now grown to 300 members, including more than 150 riders, all of which need and buy speedway equipment and so speedway has become business.

Two types of racing machines dominate the sport, the Czechoslovakian ESO or Jawa and the British J.A.P. Parts and equipment are difficult to come by for either and therefore expensive. Some mechanics and master tuners like Jerry Fairchild are being forced into the manufacturing field to contend with the scarcity of parts. As the need gets larger and the bits and pieces even more scarce, so this sphere must grow and produce. The Czechs can hardly fill the needs of a much larger British market and British parts all have to be imported against their own needs. Our biggest resource, Japan, seems reluctant to enter an unknown and yet small market. So it is, an open area that remains unresolved.

At this writing there are many more riders and potential riders than there are tracks to accommodate them. Oxley, as fair and impartial as any promoter can be, strived to adapt his weekly program to fit as many new riders in as wanted to accept to race. To do this he had to chance entries on a "you ride one week — he rides next week" basis. It was pure frustration for many riders. "How can a fellow learn when he can't even get on the program?"

Johnny Gibson at Irwindale ran

practice sessions on Sunday afternoon, after he closed his season, until the city closed him down for new permits. Several lads have a speedway style course set out at El Mirage dry lake and practice weekends there.

New faces and new stars must appear to challenge today's leaders. This is sport. This is speedway. We can not develop new riders fast enough. Stars like Bill Cody, Steve Bast, Rick Woods and Sonny Nutter are also in demand from others. The field of motorcycling in Class C is more lucrative than speedway for the big stars. New talent is constantly being scouted. Factory star riders are always in demand, the foreign tracks are calling. Americans, champion or not, are big gate attractions in foreign circles. Our riders will be on tap for promoters from Australia to Germany, from New Zealand to Sweden.

American today has four tracks which we can genuinely call speedway tracks. England alone has 36: 19 first division tracks and 17 second division, plus 40 years of experience. English style speedway is strictly team racing, individual racing being confined to special events. Is this our future in speedway? It may very well be. But, first, we need more tracks and the spirit of challenge that would accompany them.

The American restoration has been a vitalizer to several superstars of speedway on the British circuit. Ove Fundin, five times world champion, has been here to observe. Ivan Mauger three

times and the current world champion has raced and taught and expanded his journalistic universe by going American. And that superstar of superstars, Barry Briggs, who is a four times world champion and 16 years in the top finalists, six years in a row and the current British League riders champion who has won every honor in Britain and had no new worlds to conquer in speedway, has found a whole new horizon fostered by American speedway.

Business in itself is an invitation and attraction of the first magnitude for many foreign riders and may nourish our youthful speedway to a healthy growth. We've seen it happen in Motocross; speedway could be next.

Speedway, where is it headed? Will it continue in the same classic style of the English sport? Can it withstand the rigors of new and dominating personalities and associations? Will speedway have a new face in 1971 where different equipment and strong personalities will play a major role? What of new tracks throughout the nation with teams of foreign riders that may come to challenge and perform?

Will speedway become a circus, to exploit and rape and let collapse when the bubble explodes or will it stay a true sport of stature and dignity where the fans will not feel cheated and the riders will feel accomplished? We have it now, clean and fresh, new and exciting, a million dollar sport. Ask this gal who has been there.

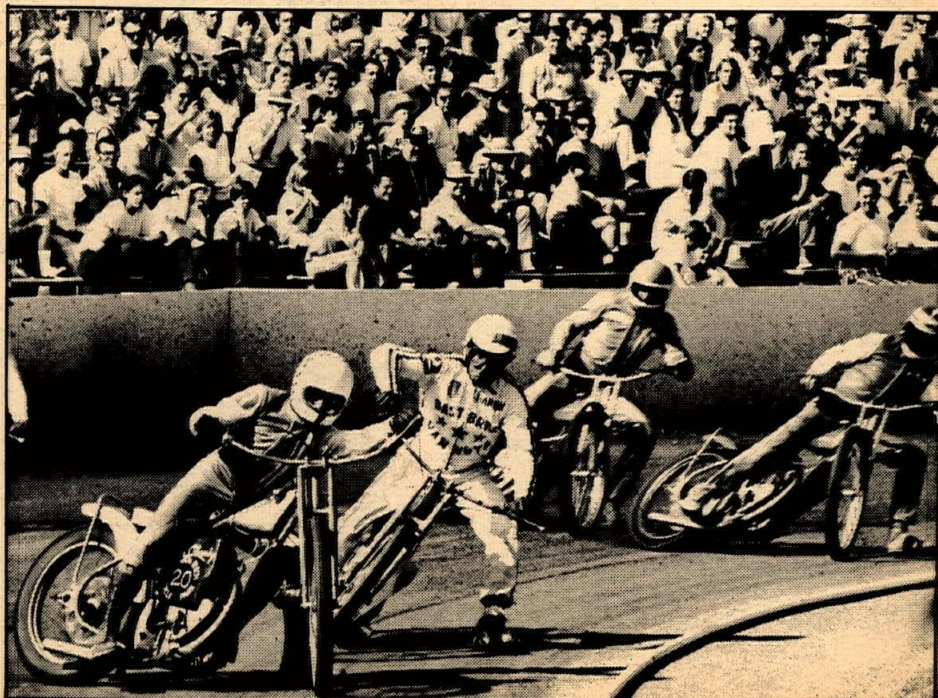


Photo by Dennis Greene

MOTORCYCLES IN THE FUTURE

(Continued from page 3)

earlier times than its original 10 p.m. slot, will turn as many if not more impressionable viewers on to the nice-guy road rider image as this first season created. The great epic of the motorcycle image has not yet been written, but I plan to attempt it next year. With a first-rate book on the subject, media could satiate the country on the motorcycle life-style, for years to come.

Meanwhile, general acceptance of the motorcycle movement is continuing to spread. We can look for television exploitation of motorcycle racing to begin very soon, perhaps starting in earnest with the Madison Square Garden races that kick off the new year.

Problems come with progress. Some of them are already familiar. Our amazing growth in the past decade rubbed our noses in the inadequacy of service and supply, and we have not yet begun to sell. Safety used to be a bigger problem than it is now, and may get out of hand again. Part of the reason why accident statistics are declining is that more people are learning to ride off the road. Two million minibikes that were sold trained at least that many riders to the basic operation of single-track motor vehicles. That many won't have to cut their teeth on a hood ornament when they first venture into traffic.

MOTORCYCLES ARE PART OF THE SOLUTION

Statistics compiled by BSA, Inc. show that 40% of the new bike buyers last year were repeat buyers. And the number of repeat buyers is equal to the total number of people who bought motorcycles in 1965! This means, among other things, a healthy big-bike market, better safety record, and more people reading Cycle News. It also means that the so-called "fad" of motorcycling is a permanent fixture on the American social and business scene.

As the years march on to 2,000 the population, economic and ecological problems will grow more severe. How fortunate we are that motorcycles are part of the solution.

We sell & service the
BEST PREPARED MAICOS
you can buy anywhere!

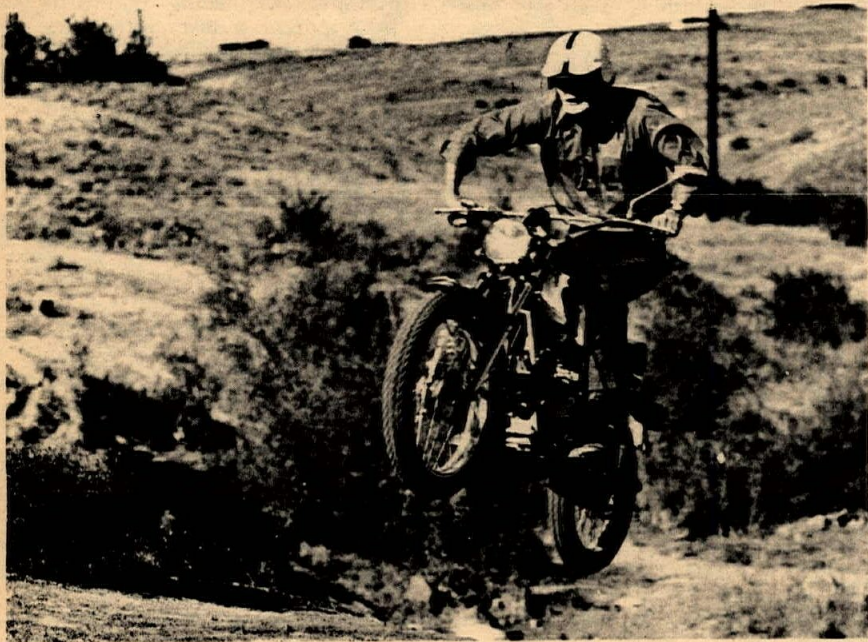
★ **AMERICAN**
MOTOCROSS

1320 E. ORANGETHORPE FULLERTON CALIF. (714) 870-4997

SUZUKI **CYCLE CITY** **TRIUMPH**

34198 Coast Highway
Dana Point, Calif. 92629
(714) 496-1001

South Orange County Triumph Headquarters



It's a long way to monday morning.

Hodaka, the original trailbike that made off-road riding a national sport, offers the key to weekend excitement.

"Getting away from it all" is what **Hodaka trailbikes** are all about. Free from weekday worries, out in the open air . . . trailbiking gives you a "go anywhere, do anything" kind of feeling no other sport can offer.

We design and build Hodaka trailbikes to promote this feeling of freedom.

Take performance, for instance. Hodaka is the world's most popular 100cc trailbike because it outperforms other trailbikes. Consistently. The technical reasons why are complex. The results are simple. More competitive events in the 100 class have been won on Hodaka's than any other make. We're experts when it comes to building trailbikes and seven years of study and design have taken the guess work out of the 'go'.

But just 'go' isn't good enough in a trailbike. A breakdown ten miles from the nearest road can be dangerous as well as irritating. This is where Hodaka really shines. Every single component that goes into building the Hodaka has been time tested . . . some up to seven years. When something isn't up to snuff we improve it until it is (flaws should be discovered in the factory by engineers, not in the field by customers). To date, our 1970 Hodaka has been improved 174

ways better than the first Hodaka introduced seven years ago. And this testing continues, right down to the tiniest nut or bolt.

Cycle Magazine affirmed Hodaka's reliability when they reported on a California Scrambles event with the words: "While the other makes of motorcycles, large and small, dropped like flies from the pounding the Hodaka's went on and on and on!"

So now you know what Hodaka trailbikes are basically all about (We've won National Trailbike Champ three years in a row to prove it). Learn how it all started seven years ago by sending 25c and the completed coupon to: Public Relations Dept., PABATCO, Box 327, Athena, Oregon 97813.

HODAKA
MOTORCYCLES

For a copy of "The Hodaka Story," send the coupon and 25c to PABATCO's address below.

Name.....
Street.....
City.....
State..... Zip.....
Phone.....

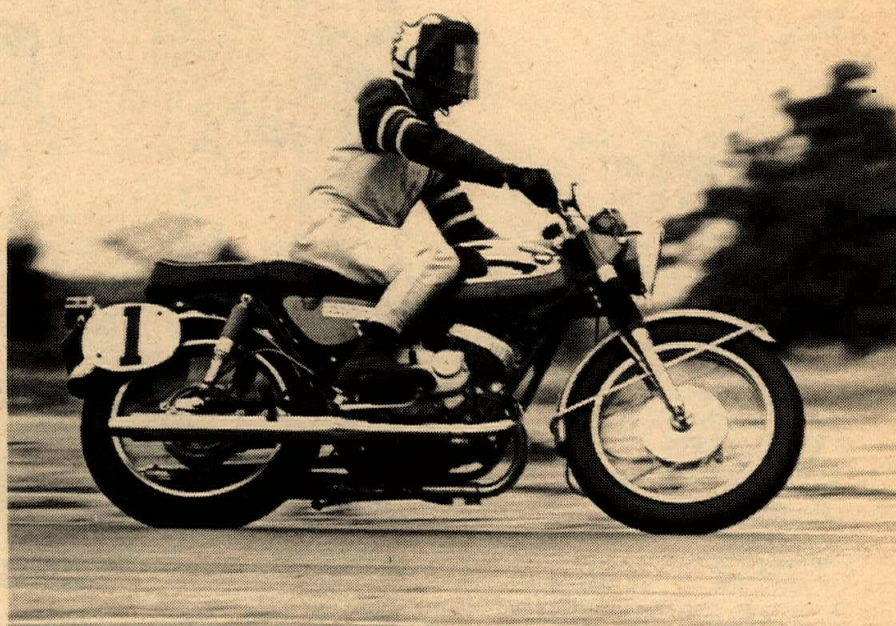
AMCGWS 11-70

PABATCO, Box 327, Athena, Oregon 97813

DuHamel To Race Kawas

MONTREAL, P.Q., Dec. 7, 1970 — Road racer Yvon DuHamel signed a contract today with Canadian Kawasaki distributors E. Manley and Sons to ride the seven AMA National Road Races for the 1971 season. DuHamel will be given a pair of HIR's (race version of the Mach III). Contingency money, purses, and salary combine to make an "earning potential" of \$200,000, according to Manley.

In addition, if DuHamel does well at Daytona and other AMA pavement events, Kawasaki will give serious thought to campaigning the 3-cylinder at dirt events, and a



Twin at short tracks. DuHamel will also ride selected Canadian events under the same contract, with Mike Duff as team manager.

Yvon has spent much of the past three weeks or so north of Montreal practicing his snowmobile racing. He will be the No. 1 rider for Bombardier, originators of 'Snow Machines' and Canadian manufacturer of the Ski-Doo line. A five-man team has been signed by Bombardier for 1971 snowmobile racing, including DuHamel, Lucien Lamoureux, Dan Obert, Bert Siklund (all Canadians) and...Bart Markel.

Bean Canyon Plea Refused

BAKERSFIELD, CALIF., Dec. 11, 1970 — The trials of approximately 45 individuals involved in the Bean Canyon trespassing charges which came to light several months ago, are still being protested by the group's attorney, Ray Yinger.

A recent dismissal plea was refused by the judge and Yinger has "filed a petition for a writ of prohibition to compel the justice court to dismiss the criminal action." If this is effective, the question will be tried before the group's trials are set.

"If we lose this dismissal plea," adds Yinger, "we will have no other alternative except to go to court for the actual trials." The outcome for Yinger's most recent dismissal petition will not be known until after the new year.

If people don't know who you are



it isn't our fault.

- * Original designs created for your shop, team, or club & printed on T-shirts, non-shrink sweatshirts, wash & wear jackets, moto-x jerseys (as worn by Ake Jonsson & Willie Bauer) & tank tops.
- * Finisher pins.
- * Wholesale prices for shops & clubs.

ACSCO products inc.

Los Angeles
(213) 849-5776

Seattle
(206) 284-5561

Phoenix
(602) 264-3201

The Essential Touring, Camping Rider

By Charles Clayton

Headin' down that long lonesome highway bound for the mountains and the plains. Sure ain't nothin' here gonna tie me and I got some friends I'd like to see again.

— Bronson's Song

My motorcycle is the ticket to freedom, adventure, change. Like when the pressures of publishing get tough. I toss a few things in my knapsack, check out my best bike and get in the wind, as they say.

Now, I have nothing against cars, I own several. But I don't think they should be compulsory. For fast acting, long lasting relief, give me a cycle, and a ride like up Highway 1, on the rugged rim of the west.

"Then came Bronson" says it all. All but the details which I can provide. A typical episode shows the character as he rides "that long lonesome" and camps in the woods somewhere, off the road. This is what I do and judging from the numbers of people I see wearing knitted watch caps (Bronson hats) riding bedroll-festooned motorcycles these days, so do a lot of others all of a sudden. To them I dedicate this article.

WHAT TO RIDE

Motorcycles are versatile tools, all right. But certain ones are better for certain jobs. You can ride a Hodaka to Alaska and back, it's been done. But it's like sawing lumber with a ¼" drill. Any machine "350" or bigger can be a touring bike. Forget the highest performance models. They pay a heavy price in wear and tear for their brief, incredible speed. They are fine for around town but not reliable enough for extended touring.

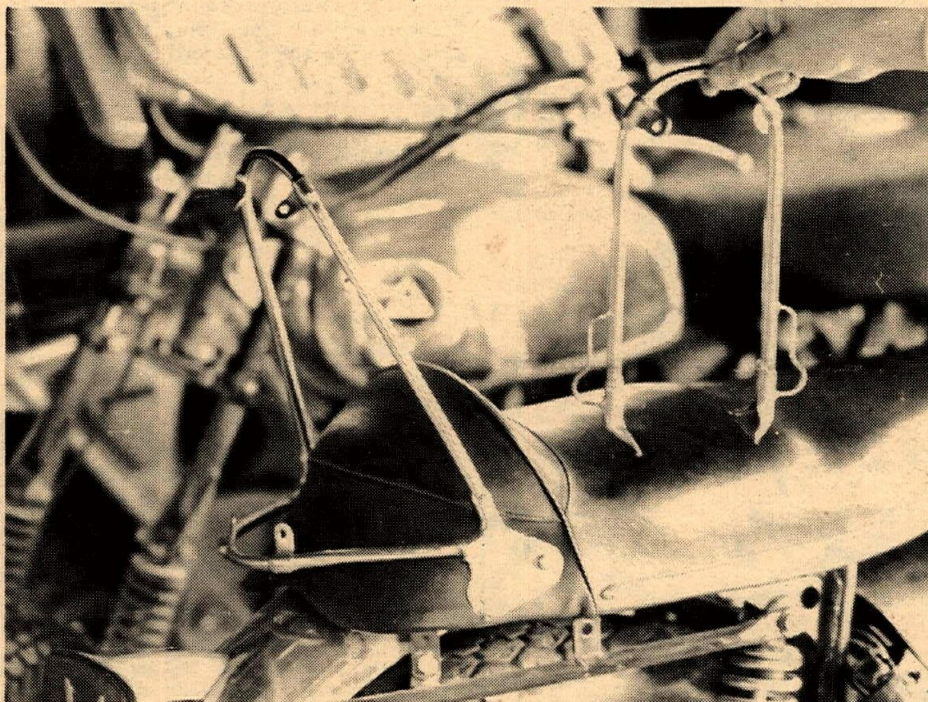
We didn't say a touring machine should be tame. A healthy handful of instant power held in reserve is good insurance when the inevitable clod tries to deck you with his car. Many people swear by the virtues of Harley-Davidson (you can get spare parts from any tractor store) or BMW (dependable, smooth, comfortable) but I prefer a dash of spirit in my mounts and so keep coming back to the big vertical twins. The new 3-cylinders by BSA and Triumph also make good tourers but weigh a little too much, as does the Honda 4. This makes them no fun at all off the pavement.

"Your special advantage is the experience of uncertainty, which you buy at a bargain rate. Uncertainty keeps you on the qui vivre, the best stance for seeing and learning. You don't know who you'll meet, what experiences you'll have, which places you'll see off the rut, what things you'll learn that aren't in the guidebooks (this one included). And despite the difficulties, getting started and keeping going is not that hard. Your troubles will usually offer you no alternative but to cope with them. And you do."

—Hitch-hiking In Europe



Folding sterno stove costs \$1.25, extra can of fuel 25 cents. Good for areas where open fires are taboo. Aluminum cookware kit includes fry pan, bowl, covered pot and plastic cup for 95 cents at most camping stores.



No-cost sissy bar was fashioned by cutting loop from Hodaka front fender brace and bolting to 4 holes drilled in seat frame.

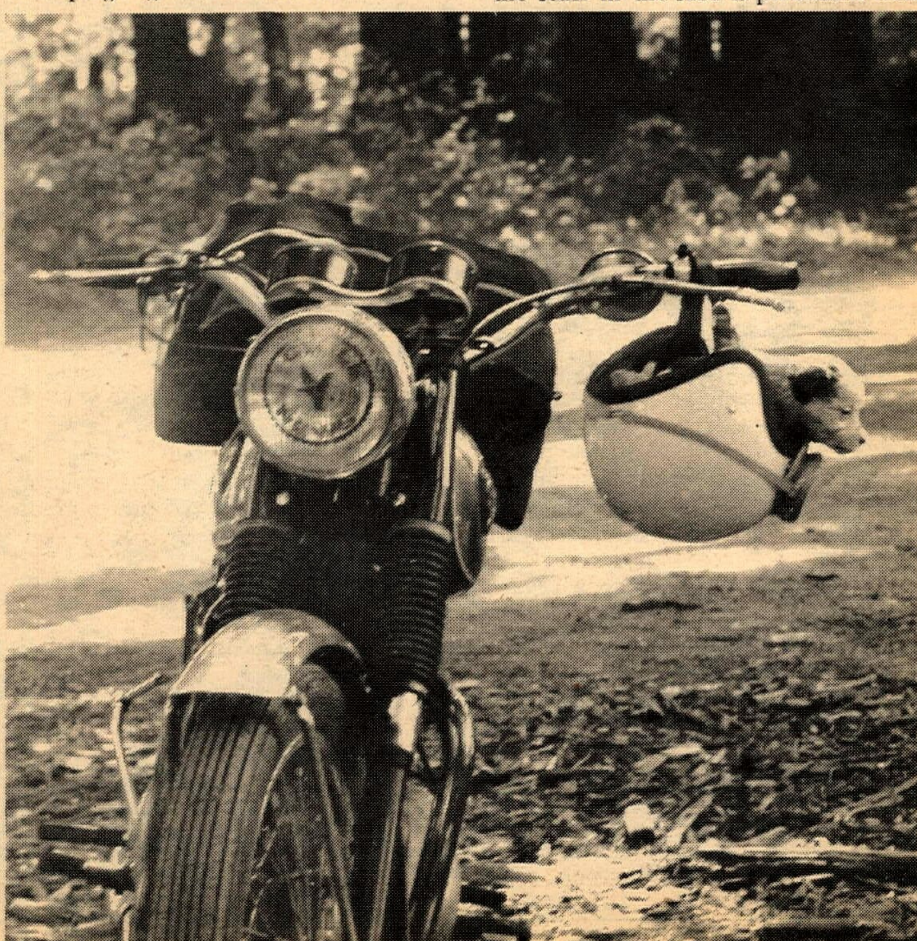
A recent ride I took from Long Beach to the San Francisco peninsula (800 miles return) occupied a leisurely 3 days and brought out front many of the techniques and tools I have along to cope with "experiences."

TRAVEL LIGHT

Preparing for the trip is part of the fun. I limit my pack to essential gear, plus a few luxuries. My latest sleeping bag is a disposable paper thing, good for 5 to 7 nights, then you burn it to cook your last outdoor breakfast. It cost \$5.00, takes a little space and was adequate for 35 degree nights. Nylon/down bags are better, take up the same space and are reusable. But they cost upwards of \$40. If I were on an extended trip, like Bronson, I would probably want one. Nearly everything that goes into the sack has at least two uses, like the sleeping bag, and the size



and weight of everything is determined by its usefulness. My pack contains 1 sleeping bag and canvas cover



2 cooking pots.
Canteen and fitted aluminum cup.
Toilet paper.
Safety razor.
Soap and towel.
35mm camera and film.
Notepad and pen.
Folding Sterno stove.
Salt and pepper.
Dried soups.
Canned stew.
Dry grains and fruit.
Coffee and tea.
Change of underwear and sox for each day on the road.
Clean clothes (long sleeved shirt, warm pants).
Fork & spoon.
Generous flask of brandy.
Halizone tablets.
All together the bag and contents weigh just 19 lbs. Some light travelers point out that the fork is redundant. For a hiker, whose every ounce must be paid for with energy, I agree. But motorcycle travel allows a degree of civilization along for the ride. The fork is a nice luxury in an otherwise basic kit, the brandy is handy to perk up your spirits when the cold rain falls and you have to press on.

In my pockets I carry a clasp knife, matches, tobacco, money, credit cards, drivers license, ownership papers, handkerchief, lip salve, peppermints, and sunglasses. Cans are opened with the pocket knife. Food in addition to the stuff in the sack is purchased fresh

along the road. Eggs are sealed in plastic bags and carried in a shirt pocket. If they break, no matter, eat them scrambled, shells and all (egg shells are supposedly good for one's bones).

GETTING THE MOTORCYCLE READY

Preparing a bike for a trip under 1000 miles is easy if it's been properly maintained all along. I wouldn't set out on a trip of any distance unless I was familiar with the bike or on any new motorcycle until it had at least 500 miles on it and the parts were all adjusted, tightened and bedded down. I usually change the oil and/or oil filter before a trip and tape wires and cables well out of the way of hot engine parts, this isn't easy to do on some bike (like my BSA) where the speedo cable runs right down the exhaust pipe. So I take out the inner cable and grease it heavily, but it's cooked out before the trip is through and I always have to disconnect it from the drive end to keep it from breaking.

I considered replacing the rear tire before this particular trip, but didn't. It still had 1/8th of an inch of tread. Later, I came to regret that decision. It picked up a nail, went flat, and was tiresome to wheel on that flimsy carcass (the nearest gas station was 5 slow miles away).

The bike's tool kit contains the standard assortment, plus a good screwdriver and adjusting wrench and a roll of electricians tape, and needle-nose pliers. I used to carry all sorts of exotic tools and materials but now these few keep me going through all but total disaster. I haven't seen a chain failure in so long, I stopped even carrying spare master links (knock on wood). Nevertheless next time I'll add a good tire inflater (compressed air type). And if I were riding a 2 stroke I'd carry extra spark plugs.

Make sure both headlight beams work, and both tail and brake lights, no need for spare bulbs if both systems are good. If one filament breaks, I can switch to the other one (in the tail lights this involves switching wires.)

Take off the plastic side panels and leave them home, so they won't get lost or damaged. They interfere with inspecting the battery and getting at the



Equipment and supplies for 4 day tour fits into zippered canvas bag (Weatherby Sporting Goods, \$14.95, Los Angeles) with room left for souvenirs. Canvas sleeping bag shell (surplus stores, 35 cents) doubles as ground cloth, tote bag, and emergency shelter.

tools anyway, and I don't think they look that good.

Check all the nuts and bolts within reach for tightness, especially the little ones. I found a tiny bolt missing that holds the thing that holds one coil. One hundred miles later it would be a nasty short circuit. It was replaced immediately with plain and lock washers in place. There's no need for Lok-Tite unless a bike vibrates a lot. The good washers work like clutches and hold nuts fast.

In my years road testing new bikes, I developed the habit of touching wheel hubs with my hands after a short hard ride. Heat tells you there is excess bearing friction and a complete inspection and greasing is due. Hub bearing seizure is the only mechanical affliction I really dread.

Squirt the rear chain liberally with 30 weight oil and replenish the primary chamber according to the owners manual.

My bike has a 4 gallon gas tank instead of the stock 3 gallon job. I think it looks more proportional to the rest of the bike, and it goes 160 miles per filling.

Finally, I remove the centerstand so that it won't grind on those exuberant curves.

I wanted to install a "sissy bar" for a luggage tie-on. A few calls to the motorcycle stores around town failed to locate any such accessory that could be used with the standard seat. I could have one custom made for \$40.00 but I couldn't wait, so I cut off one loop of a Hodaka front fender brace that happened to be handy and it was easy to stretch the right width and bolt it through holes drilled in the seat frame (see picture). It works fine, looks OK and costs nothing. The canvas knapsack fastens against the bar with 2 elastic bands. It makes a dandy back rest.

ON THE ROAD

Setting out about 10 a.m., with traffic light and the wind warm, I wore my sunglasses under gray rubber goggles. I was determined to taste the air and everything in it this trip. Usually I prefer a face shield with a full coverage helmet. The shield keeps the bugs out of your teeth and the helmet keeps the ears warm.

In rain or cold weather I like to ride behind a windshield-fairing, but windshields get between me and nature so I generally forego those comforts. The Wixom fairing that I have cost \$50 and it is real good. It survived a couple of laydowns and it is easy to install and remove. Vetter fairings are also well engineered and quality made. But fairings do get in the way off the road.

Leaving Los Angeles under its thin gas of air I nod to the poppies on the hillside, aim a wind distorted grin at the baby blue sky, chuckling insanely with delight at the echo of my thunder off the climbing canyon sides. Grab heaping handfuls of power from a seemingly endless throttle supply, ah, this is what it is all about! Don't read about it, do it. I have my experiences, Bronson has his — get yours.

Orange blossom fragrance in the air is appreciated best by one who rides the wind through the orchards. Rural smells: horse manure, drying grass, the hot, papery odor of cottonfields. Strawberry perfume at picking time. New turned earth (a moist, fertile smell). The taste of honey placed on your lips by a passing bee, dodging caterpillars humping hazily (for them) across the highway. The feel of winter in the mountains. My old friend the wind numbing my knees, freezing my gloves to the finger-marrow. Stop.

Cup of coffee warm in my hands, strangely hot to my cracked lips.

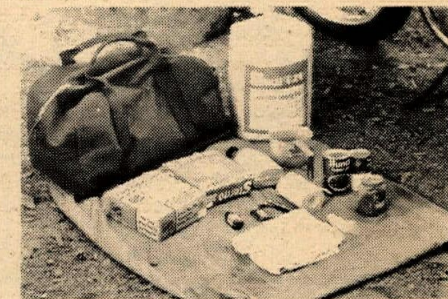
Left cheek radiating pain, shift to right cheek. Approaching Paso Robles the vibration magnifies, the handle grips seem to thicken. Stopping to locate the curse, I find that the top engine mounting strap has fractured, as it must, given its miserly manufacture. The shaking would soon cause other failures, loosenings, bad vibes. As luck has it big Joe Brown, local Yamaha dealer, is close by with good welding equipment and skill to match. I don't tell him who I am, but he spies the Cycle News decal on the headlight. "You work for Cycle News?"

"I write for them."

He charges \$1.00 for the weld. "I put two ribs of metal across the crack to reinforce it," Joe says, "but it probably won't hold very long." That was a 1000 miles ago and it is still strong. It will hold forever, Joe. It may crack someplace else, but not on your weld. Never.

After the brisk agonies, your body adjusts to the cold. Wear long-sleeved wool turtlenecks and two layers of windproof clothing.

The secret of finding a good campsite is locate one before dark. I was



somewhat lost anyway (omitting roadmaps is part of the adventure) and sunset found me at Lake Nacimiento. A beautiful sight! And a beautiful site as well. The dragon shaped lake is high in the coastal mountains between San Simeon and Paso Robles, Calif. Usually there's a small charge for overnights, but nobody was collecting this day, so I made camp on a small grassy ledge near the lakeside, cooked supper (soup, stew, coffee and milk and cupcake purchased at the lake commissary) and lay back to smoke and study stars. A fawn strolled onto my knoll before I want to sleep.

The Best Part

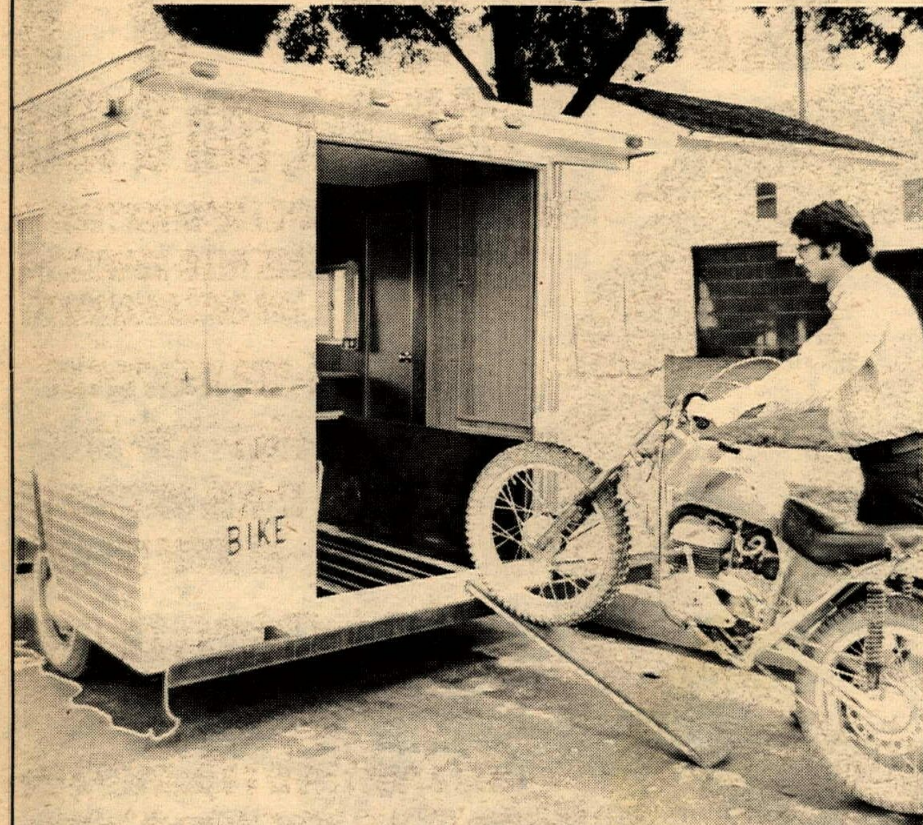
In what seems no more than a blink it is daybreak. Cold, wet dawn and me 200 miles from home and destination. I drank a hot cup of coffee before shedding the sack and exercise madly to warm up my clothes.

The evening before I'd been plagued with a running nose. The difficulty of blowing your nose while riding a motorcycle is that you have to hold onto the handkerchief while concentrating on steering. I solve that by tying a loop in the handkerchief and slipping it over one finger. It's handy, can't blow away, and the snot dries in the wind.

State Road 46 is the right road to the coast, I recommend it. The map calls it "poor road." Ha! For cars maybe, perfect for a bike. No deadlines to meet, no appointments to keep. I relish detours and wrong turns — it is all part of the ride.

The wind turned warm as my wheels found Highway 1. The road under them like a black writhing serpent, bucking and lashing to throw off my careening machine. This is what I really came for. The mountain road and I are old acquaintances. I have ridden it often since I first discovered it 15 years ago. Henry Miller used to live on it before he became famous and had to move away. He used to ride on the back of my old AJS to Nepenthe for nights of drinking and bull around the fire. I know every swerve, every camber of it like a man knows the body of his wife. Even so, I respect its mysteries and since it became Bronson's road in the opening credits of the TV hour, it is more congested, with cars and bikes in your line around every blind curve.

"The Smuggler"



At last a camping trailer for motorcycle riders. Now you can have all the plush comforts of home and still haul your bikes to your favorite riding spot. No need to spend a small fortune for a track camper and a utility trailer.

- * 45" double doors for easy loading
- * lift up floor protects interior
- * provides motorcycle storage at home
- * Doubles as a utility trailer
- * wall to wall carpeting
- * custom drapes and upholstery
- * insulated completely
- * panorama view windows

JOURNEYMAN
Trailer Mfg. Co. of Downey
9828 Everest Street
Downey, California 90242
(213) 869-6616



Vetter
HONDA
750
Fairing

Send \$1 for catalog

Vetter Fairings • box 216 • Urbana, IL 61801

GRAND OPENING SALE BUENA PARK CYCLE

MOTORCYCLE PARTS & SERVICE

- * Specializing in Yamaha,
- * Gemini Mini Cycles and
- * Off Road Equipment.

7872 Orangethorpe
Buena Park (714) 522-1041

* a division of A.V. Carnicello Inc. *

NATIONALS

Indoor Short Track.

Next on tap was the prestigious 200-mile Daytona Road Race in March and this time, Dick Mann riding a Honda took his turn at accepting the victory laurels while grabbing first place in the point standings, a position he was to hold for much of the season.

Several weeks later, the tour took a trek to the Northwest for the Kent National and Ron Grant picked up 53 points with his checkered-taking performance. For Grant, 1970 could also be termed a frustration. These 53 points were, as it turned out, the only points he accumulated. It gave Suzuki a boost but left Grant with only a temporary satisfaction as he was involved in a start-line crash during the National at Talledega a short time later and suffered a broken leg.

Rice became the first racer to win more than one with his triumph at Palmetto, Georgia, April 19 and Mann, still controlling the points lead, finished second, now riding a BSA.

On May 3, the pattern kept true to form as Lawwill took the Cumberland checkered while Dave Aldana, pre-season billed as the "Super Rookie" garnered second place points and prepared him for his next race and his first National victory, Talledega.

Here the BSA of Aldana averaged 104.589 mph in the bid for first and edged out Jody Nicholas and Jim Rice. The win rocketed the youthful Santa Ana, Calif. racer into second place with 205, less than 30 behind Mann.

Second place was short-lived however, as Rice powered his way to his third National, this one coming at Reading, Pennsylvania's half-mile track two weeks later. Mann finished third but still retained the lead with Rice moving back into second.

Canadian Dave Schl became the first non-Californian to take a win by capturing the Half-Mile Championship at Louisville Downs in early June and the next week, Maryland's Gary Nixon continued the shutout by dominating the West Coast riders with a win at the Loudon, N.H. 100 mile Road Race.

The victory was a sweet one for Nixon who had been recovering from a broken leg sustained in late 1969. Dave Smith was a surprise second place finisher, picking up points for Kawasaki.

Snuffed out two weeks in a row, Californians again took over as TT specialists Eddie Mulder and Skip Van Leeuwen hauled in first and second at the Santa Fe Outdoor TT. Despite the "shutout" the big three were still Mann, Rice and Aldana in the standings.

June turned out to be anti-California when Schl ended the month as he had begun it: winning. This time the famous Charity Newsies National Championship.

But, returning home to the Western seaboard was a breath of fresh air despite the smog. Rice bagged San Jose and took over the points lead in the process but lost it again a week later at Castle Rock, Wash., when Mann powered to a TT victory and Romero finally reached third overall.

(Continued from page 12)

Lawwill rode to his third National win as the circuit arrived at Ascot Park, and, despite reoccurring engine trouble, Mert's machine looked strong and healthy. Now, it appeared he was on the right track in defending his top ranking.

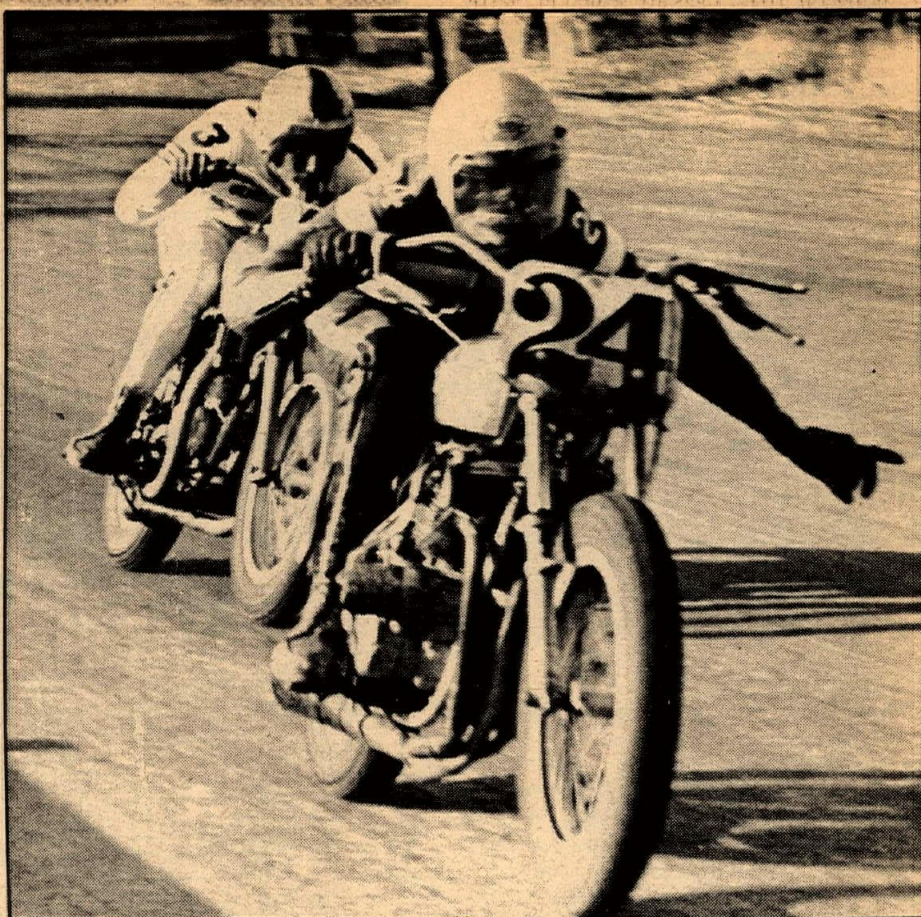
Such was not the case, however, as the Harley-Davidson rider was unable to perform up to par in the remainder of the circuit and remained in the second-half of the point standing's top 10.

Rice continued to be the most outstanding rider and snuck across the line for his fifth National at Santa Rosa, which he did a year earlier, too.

Tulare was cancelled due to poor track conditions and the circuit headed East again to Terre Haute, Indiana, where Aldana picked up the win. But Rice was still enjoying his most productive period of the season and he picked up second.

On Friday, Aug. 21, a touch of the past was felt as Bart Markel, three times Grand National Champion, pulled up first the only time this season, tying him with the all-time career record of 27 wins set by Joe Leonard. Not to be out-done, Rice again took second, and put him into the lead, eight points ahead of Mann's 389 total.

At Peoria's TT the following Sunday, it was again Jim Rice doing the honors with Aldana second and Romero third. Next race on tap: Sedalia, and the new Romero.



CYCLE NEWS Jan. 13, 1971 Page 21

CYCLE EXPO '71

JAN. 8th, 9th & 10th

AMERICA'S LARGEST MOTORCYCLE SHOW! DON'T MISS IT!
OVER 20,000 SQUARE FEET OF MOTORCYCLES,
MINI-BIKES & ACCESSORIES

SEE the all-new motorcycles —
mini-bikes — trail-bikes —
and wall-to-wall accessories
— all under one roof.

PLUS: Evel Knievel's Sky Cycle

PLUS: E.J. Potter's 500 HP V-8 powered Drag Bike.
PLUS: Cal Rayborn's "World's Fastest" Motorcycle Streamliner.

LONG BEACH SPORTS ARENA

Pacific Terrace Center, Long Beach, Calif.

FRI. 7-11pm SAT. 1-12pm SUN. 1-10pm

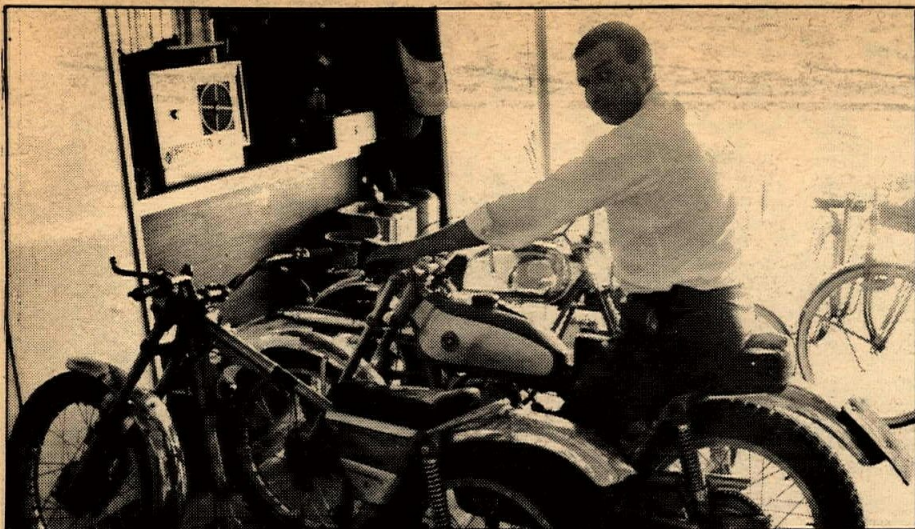
General Admission: \$2.50 — (With Discount Coupon: \$2.) — Children Under 12, Accompanied By Parents, Free

SEE ALL THAT'S NEW FOR '71 Discount Coupons Available From Your Motorcycle Dealer

Other Shows In The Series: HOUSTON - JAN. 29th to 31st / CINCINNATI - FEB. 12th to 14th / DAYTONA (Plaza Hotel) MAR. 9th to 13th

ED KRETZ
& SON MOTORCYCLES
HONDA
TRIUMPH
BMW
PIRELLI
DISTRIBUTOR
SPEED - SPORT
OIL DISTRIB.
AT. 0-8244
417 E Garvey
MONTEREY
PARK Cal.

MAICO
SUZUKI



Who's Doing M.O.R.E. For Motorcycling?

By Charles Clayton

American democracy is set up so that even the lowliest, most powerless citizen can head off or change the laws in his pursuit of happiness. Revolution, currently being explored by some modish minds among the people, is only one way of making changes. Another, more effective means is the specialty of Russ Sanford. He calls it "working with the system."

Many motorcyclists have wondered why cruel and mindless laws have passed against them, but tanned, crewcut Sanford is the only one who actually set himself up to head off ignorant motorcycle legislation for himself and everyone in his home state of California.

Two years ago Russ enrolled in a University extension course on lobbying, taught by a master at the game. "The course cost \$30, but I saved \$300 in that first lesson. He taught us how to be our own legislative reporting service. I was all set to spend 300 dollars for that service," Sanford confesses.

Upon graduation Sanford took \$2600 of his savings and established an organization called Motorcycle Owners, Riders & Enthusiasts to provide a non-profit lobbying service in the state Capitol. He registered himself as the M.O.R.E. lobbyist. In the year since that time Russ has gotten us more riding area and saved the state's motorcyclists about a million dollars besides shaping up or altogether thwarting several dozen state laws.

"I don't think I've done enough" the lobbyist candidly admitted. "There were three, what I consider, failures on my part. I didn't get the anti-cable (neckbreaker) law through, for one thing."

The other two "failures" for Russ last year were a proposal to end "white-lining," riding between cars. He was only able to add "unless there is sufficient room in the lane for two vehicles."

"In other words, if you made it through ok, there was enough room," Russ explains, grinning.

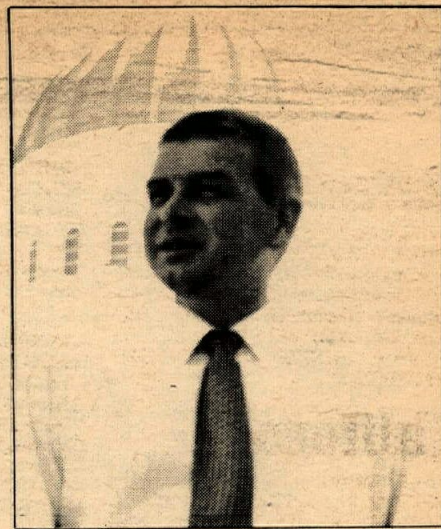
The other bill that passed over our lobbyist's misgivings was the famous "trespassing" law. Sanford succeeded in amending it to require that a peace officer must actually witness the crime before anyone can order you off of land that may or may not belong to him.

To me, these seemed like minor setbacks in an otherwise outstanding

lobbying season. Russ succeeded in getting the all important phrase "except motorcycles" inserted in half a dozen state regulations that would otherwise have had everyone who rides howling with outrage, possibly in jail by now. One senator wrote to thank him for pointing out the oversight when "forty highly paid lawyers who worked on this bill had all missed it."

How many of you reading this own "title only" registrations on your motorcycles? There was a strong attempt to raise the fee on these to \$15, but Russ Sanford managed to get it knocked down to \$8, the same as basic registration.

Leafing through the orderly files that MORE maintains of its lobbying business. I was impressed at how often the wording of Sanford's letters to a lawmaker would be reproduced exactly



In MORE's bedroom office in lobbyist's Sacramento home, Russ Sanford displays the stack of legislative bills he has had to study on motorcyclists behalf this session.

in their amendments to bills.

Obviously, this man is doing the job. Most lobbyists charge \$10,000 and up for the job MORE is doing, and another motorcycle enthusiast among them would be hard to find. Sanford seemed embarrassed about discussing MORE's income, but I called on my reporter's persistence until soon, with a sigh, he brought out the ledgers, explaining he feared that MORE's membership and financial status, if revealed, might lessen the impression it is making on the politicians. I reminded him that even one person, if his reasoning was right, can change a legislator's mind. Sanford's face lit up, "it's the logic that counts," he agreed. "You know, most of these points have been gotten across on the force of logic alone."

Good thing, too, for the books revealed that MORE, with less than

2,000 paid members, is approximately \$400 in the hole. About \$5,000 was collected, total, including Sanford's \$2,600 loan, and the association owns a '62 Dodge panel truck, Plymouth car, electric typewriter, several thousand pieces of printed matter and a public address system that it lends to Sacramento area clubs for their races. (Unable to resist an opportunity to promote MORE, Russ plays instrumental tapes of their theme song of the same name between the marches and band music at intermissions.)

What would MORE do if it had more to do it with — more members, more money?

"I'd like us to have a Flexiwriter," Sanford dreamed. This is a machine that types letters, requiring the operator to only change addresses and salutations. His quiet wife Doris that week had gone on the payroll as Secretary at \$50 a week. Before that she'd been employed elsewhere and cranked out the hundreds of letters a lobbyist needs in her spare time on the old IBM. Russ also envisions opening local offices in San Diego and Orange County to lobby for motorcyclists on a city and county level.

Naturally Sanford wants more money for MORE, but what he says he's really interested in is more support from registered voters. "In a showdown, it's the votes that count." If half of the motorcyclists in California who are eligible to vote wrote a postcard to MORE and said that it was their appointed lobbyist, Sanford could walk into a committee room packing half a million votes.

Realistic enough to know that this will never happen, Sanford is making do with what he has to work with: Logic, love and understanding of motorcycling, and a night job that pays him a good living. At that, nobody has done as much for motorcycling in the past year as the man who does MORE.

MAVRICK



MOTOCROSS MODEL HAS 1 1/2" PLUNGER
HEAVY DUTY MODEL HAS 3/8" PLUNGER

MOTOCROSS MODEL \$32.00 pair
Dealer Inquiries Invited

Phone: (805) 824-4261

Deluxe Model \$34.00 pair
4" travel w/60-90 progressively wound springs

\$29.95 pair

Spring Ratios from 65+ to 125+ in stock
Shocks come with 78+ as standard spare springs \$8.00 pair.

Complete rebuild kits \$5.00 ea.

1 1/2" Extensions \$3.00 pr.

Seals \$1.50 pair

Please specify motorcycle make & model. Mount type required. Eye at each end or eye and clevis type. Now in stock the new "Mavrick" 5-way adjustable heavy duty shocks, rebuildable lustrous chrome springs, 1 1/2" or 1 3/4" length available. Center to center of eyes 3 1/2" travel.

We Pay Postage on Prepaid Orders. California Residents add 5% for sales tax

NOW.....NEW ADDED WARRANTY.....

If the seal fails on any MAVRICK unit within 90 days from date of purchase we will replace the seal free.

P.S. Does anybody else do this?

MAVRICK DOES IT AGAIN

Take advantage of the best buy of the year. SPOOL HUBS, 40 hole with 5/8" bearings included. Best alloy with chrome like finish.



\$10.00

on this introductory offer, regular price \$15.00.

Calif. residents add 5% sales tax.

STAINLESS STEEL SPOKES IN STOCK NOW

Dealer Inquiries Invited

MAVRICK

NORTH AMERICAN IMPORTS
2325 Cerro Gordo, P.O. Box N
Mojave, Calif. 93501

Quality Competition Apparel



P.O. Box 344, Dana Point, Ca. 92629

Penton — Hodaka — BSA
Yamaha — Norton
Husqvarna



1223 Ave. I,
Lancaster
(805) 942-9624

Motocross Engineers are exclusive U.S. Importer for Arthur Browning English Racing Leathers. Most flexible, abrasive resistant chrome tanned hide. Weight of garment is 1 3/4 pounds. Fully lined with red Nylon, elastic crotch and reinforced fly seam. Velcro leg fasteners (no more zipper pinches). Color is black with yellow/red, yellow/blue or yellow/green side strips. Sizes: 32", 34", 36" waist. Price \$67.00. See your dealer or contact:

Arthur Browning English Racing Leathers



MOTOCROSS ENGINEERS
POST OFFICE BOX 261 NORTH WILBRAHAM, MASS 01067

KAWASAKI

350
KAWASAKI BIG HORN
available now

KAWASAKI ONLY
sales and service
largest parts stock
on west coast

Draco's Motorcycles
1629 S. Standard
Santa Ana, Calif.
(714) 543-9688

Draco's SPEED KITS
now available
for
350 BIG HORN

USED PARTS ALL MAKES 40% to 60% off
YAMAHA DEALER
SCRAMBLER MOTORCYCLES
1801 W. Burbank Blvd.
Burbank, Calif.
849-5907 or 845-8738 Ex. #7

"The most effective lubricants of our time"



7340 Florence Ave.
Downey, Ca. 90240
Dealer inquiries invited

Arizona

PHOENIX
BUDDY STUBBS — ARIZONA H-D. Serving all of Ariz. Complete stock of everything for H-D. Four factory trained mechanics. Open 9-6 Tues.-Sat. 2507 E. McDowell Rd., Phoenix 85008. Tel: (602) 275-7677.

California

ALHAMBRA
STEEN'S Inc. 1635 W. Valley Blvd. (213) 289-4351. Wholesale and Retail Ceriani Forks and Rear Suspension, Rickman Metisse Kits, Magura Levers, Filtron, Air Cleaners, Taco Mini-Bikes, Hodaka SS Dirt Bikes "The Home of SUPERGOODIES" 8:30-5:30 Mon.-Fri., 8:30-2:00 Sat.

ANAHEIM
ROBERT M. LAW M/C SALES AND SERVICE. Sales & Parts at 224 No. Anaheim Blvd. Service at 239 No. Anaheim Blvd. (714) 533-1309. "We specialize in after sales service." Triumph, Yamaha, Greeves. Open Friday till 9 p.m.

BAKERSFIELD
SACHS SALES AND SERVICE Johnny's Motorcycle Co., 415 19th Street — (805) 323-1458.

BELLFLOWER
BELLFLOWER M/C SHOP, INC., 9135 E. Compton Blvd. (2 Blks. E. of Lakewood) Bellflower, 925-5093. "We emphasize service." Tri., Yam.

PAUL'S HARLEY-DAVIDSON — 16211 S. Lakewood Blvd., Bellflower. Ph: ME 4-1222. Paul Lass. Large selec. of new & used motorcycles. Write for mail order parts, new or used. Now also Dealer for Suzuki & H-D.

CANOGA PARK
INTERNATIONAL M/C Co. 7233 Canoga Ave., Canoga Park. (213) 346-3700. 100's of used parts. Cyl. rebors. Tri., Yam., Hod., Moto-Beta.

COMPTON
CUSTOM CITY SPORTS CENTER. Sales & Svc. Yam., Mini-bikes, Totegotes, m/c trailers, cust. acces. See us before you deal, buy, sell, trade. 15721 S. Atlantic, Compton, 635-8058.

CULVER CITY
TED EVANS Motorcycle Sales and Service — Complete line of accessories for Triumph, Yamaha and Bultaco. Street and speed tuning our specialty. Open daily 9 to 5, Sat. 8 to 5, closed Sun. & Mon. 13347 W. Washington Blvd. (213) 390-3406.

FULLERTON
TOWN AND COUNTRY CYCLE. Suzuki and Puch. Sales, service, parts and accessories. Open 6 days a week, 9-7, Friday 9-9. Closed Sunday. 411 South Brookhurst, Fullerton, Calif. 92633. 714-871-2460.

NORTHRIDGE
TRACKMASTER RACING FRAMES, 18548 Parthenia Street, Northridge, Calif. 91324. (213) 349-9024. One week delivery after order received.

GARDENA
HONDA OF GARDENA, 15515 S. Western Ave., Gardena. Ph: 770-0603 or 323-8314. Also a full line of KAWASAKI M/C's, Parts and Access. We handle M/C Insurance too! Come in or call for further info.

HAWAIIAN GARDENS
DOWNEN'S — Suzuki, Penton, Ossa, Jawa, CZ, Greeves & Maico. Street, Desert & Motocross. Sales & Service. 11835 E. Carson St., Hawaiian Gardens, 1½ Blks. E. of 605 Fwy. off ramp. (714) 521-5343 or (213) 421-1655. Hrs: Mon-Thurs. 9-7, Fri. 9-9, Sat. 9-4.

HAWTHORNE
CB MOTORS — Bultaco sales. We svc. all makes. Villiers spares. Trail, street or sports: We fill the bill. Charlie Hockie & Bill Thorwaldson. 13537 Crenshaw Blvd., Hawthorne, Cal. (213) 679-6550.

INGLEWOOD
Intensified CROWELL CYCLE SHOP, 10427 Prairie Ave., Inglewood, Cal. Ph: 673-5562. Ossa, Hod., & Bultaco. Complete parts & service for all makes. Open 6 days 10-7.

BILL KRAUSE SPORTCYCLES. The M/C department store. 1257 S. La Brea, Inglewood, Calif. 90301 — (213) 671-0405. Authorized dealer for Honda, Tri., Yamaha and Greeves. Sales—Service—Parts—Insurance.

HARLEY-DAVIDSON OF INGLEWOOD, 901 N. La Brea Blvd. Authorized H-D dealer for Inglewood area. Specializing in road riders access. & parts for all models. Full equipped service dept. with fact. trained mechs. Open Tues.-Sat. 8-6. 671-7609.

LONG BEACH
HARLEY-DAVIDSON OF LONG BEACH — 3654 Long Beach Blvd. 426-7101. H-D dealer for Long Beach area. Full line of parts & access. for both Road & Comp. riders. Top quality service, fully equipped svc. dept. Open Tues.-Fri. 8-6, Sat. till 5.

JOE KOONS SALES & SERVICE — BSA, BMW, Suz. and Vespa. Full parts & access. for all makes. Large qual. service dept. fully staffed with trained mech. Bring in your bike and see what we can do. 1350 E. Anaheim, Long Beach, 591-7159, open Mon. thru Sat. 8-6.

LONG BEACH YAMAHA. Yam. Dealer for Long Beach area. We service all. Open 6 days 9-6:30 in Long Beach, 3580 E. Pacific Coast Hwy. (213) 597-3317 or 8.

LONG BEACH TRIUMPH SALES, 624 W. Pacific Coast Hwy., Long Beach (213) 436-0158. "Best service available, specializing in tune-ups." Tri., Kaw., Moto Guzzi and Duc.

LA HABRA
LE BARD & UNDERWOOD, 221 E. Imperial Hwy., La Habra, phone 714-879-8252 or 213-691-3104. "Service is our middle name." Honda, BMW, Kawasaki.

LA PUENTE
MOTO GUZZI, HODAKA Sales, Parts, Service. Open 9:30-7:00 p.m. Tues.-Sat. Motorcycle Supply, 14824 E. Valley Blvd. Ph: 336-8815.

LOMITA
HARLEY-DAVIDSON OF LOMITA — 2 miles west of Harbor Fwy. at 2212 Pacific Coast Highway, between Crenshaw & Western. Authorized H-D dealer for So. Bay Area. A beautiful well stocked store for your needs (H-D only). Tues.-Fri., 8:30-6:00, Sat. 8:30-5:00. (213) 534-5530.

MONTEBELLO
STEVE HURD MOTORCYCLES — Kawa., Maico, Greeves & MZ. Service & Parts for what we sell. 1405 Olympic Blvd., Montebello. (213) 724-0466.

BMW SPECIALISTS — 411 W. Whittier Blvd., Montebello, Ca. 90640. Specialists in BMW, Husky & Sachs. Parts, Service & Accessories. Open Tues. thru Fri. 9-6:30; Sat. 9-5:30. Phone (213) 724-9474.

MONTEREY PARK
ED KRETZ & SON CYCLE SHOP, 417 E. Garvey Ave., Monterey Park. AT 0-8244. Tri., Hon., BMW and Suz. Complete parts & service. Expert tuning & mech. work.

NORWALK
JENKINS SPORT CENTER INC. Authorized dealer for Yamaha, Rickman Metisse, Hodaka, Gemini SST. Largest selection of bikes, parts and accessories in the area. Open 9-6 except Sundays. 13200 San Antonio Drive, Norwalk, Calif. 90605. 213-868-9997. (At the Santa Ana Fwy.)

PACOIMA
CASEY'S CYCLE REPAIR — BSA — Bul., Hodaka, Svc. for most. Compl. machine shop. Open Tues. thru Sat. 9-6. 10249 San Fernando Rd., Pacoima. 896-1046.

POMONA
HARLEY-DAVIDSON OF POMONA — 1241 W. Holt Blvd. Phone (213) 332-0616 or (714) 622-5417. Authorized Harley-Davidson dlr. for Pomona. Full line of parts & access. Quality service in a fully equipped service dept.

RIVERSIDE
SKIP FORDYCE MOTORCYCLE CENTER. Honda & Harley-Davidson exclusively. "We've been told it's one of America's most complete and modern facilities." Shop the Big Store and SAVE — where the bargains are. In the middle of Main Street at 14th. Riverside. (714) 684-4747.

SAN BERNARDINO
THE TWO WHEELER — Triumph, Honda, Bultaco. Home of Champions. Full parts. Service and Access. One block west of Inland Center. 867 So. Inland Center Drive, San Bernardino. TU 5-3445.

SANTA ANA
ORANGE COUNTY CYCLE — Motocross Headquarters for So. Cal. — Yam., Maico, CZ, Husky, Penton. Complete parts & service for all makes. 205 N. Harbor Blvd., Santa Ana, Cal. Ph: (714) 531-9984. Drop in and see Bob Maynard.

ROY'S M/C SHOP, 12461 Westminster, Santa Ana. "Orange County's oldest established Honda dealer." Honda, Triumph, Kawasaki. (714) 531-0742.

IRV SEAVAR M/C — BSA, BMW, Suzuki, Ossa, Cushman trucks. 2402 N. Main, Santa Ana. (714) 542-8691.

SANTA MONICA
THRIFTY LAD HONDA — Selling Honda EXCLUSIVELY. Huge supply of Honda parts plus accessories for all makes. Expert repair service for all makes & models. Open 7 days a week. 8 a.m. to 6 p.m. 2411 Lincoln Blvd., Santa Monica, Ca. 90405. Phone (213) 392-3066.

SHERMAN OAKS
BUD EKINS M/Cs in Sherman Oaks. Triumph-Honda-Jawa-C.Z.-Eso-Honda-Rickman Metisse-Cheney. Open Tues. through Sat. 10:00 am-7:00 pm, closed Sun. and Monday. 14460 Ventura Blvd., Sherman Oaks, Cal. (213) 872-2110 or (213) 788-2251.

TEMPLE CITY
HONDA OF TEMPLE CITY — 9228 E. Las Tunas, Temple City. 287-5959. Honda & Hodaka for Northeast area. Parts galore and service too.

TORRANCE
HOCKEY MOTORCYCLES — Sales & svc. 22025 S. Figueroa St., Torrance. Harbor Fwy. — Carson St. turnoff. (213) 328-1242. Gre., Yankee, Ossa, Hod., Bultaco. Also used bikes. Best parts supply in town. We service what we sell. Complete mach. shop — Exp. tuning & mech. work. Hours: 10-7. Closed Sun. & Mon.

WEST LOS ANGELES
PETE JOSEPH'S HOUSE OF YAMAHA — BSA, BMW, Bultaco and Yamaha sales service & parts. Custom painting & bike customizing. No down payment O.A.C. Open Tues. thru Sat. 8:30-6:00. "Where the stars buy their 2-wheel cars." 11975 Santa Monica Blvd. 1 mile west of San Diego Fwy. Call (213) GR 3-6717 for pickup and delivery service.

TED'S IMPORTS — Triumph sales & service. Competition desert bikes — ready to win — in stock. "We will take cars in trade." 11726 Santa Monica Blvd., W. Los Angeles. (213) GR 3-1101. Open 6 days. Rod Kosky, Service Manager.

WHITTIER
WHITTIER HARLEY-DAVIDSON — Full line new & used motorcycles, parts & serv. dept. Lots of conversation while we serve you and FREE coffee. 7930 S. Greenleaf. (213) 693-9114. Open Mon.-Sat. "Nixon's Home Town."

WOODLAND HILLS
KOLBE CYCLE SHOP 22420 Del Valle, Woodland Hills. DI 8-7865. BSA, Honda, Bultaco, Hodaka & Amer. Eagle. Complete parts & service dept.

NORTH AMERICAN CONTINENT
NORTH AMERICAN IMPORTS. Mavrick Shocks, Hodaka Transistorized Ignitions, Akront Alloy Rims & Stainless Steel Spokes. Free literature upon request. P.O. Box 621, Garden Grove, Calif. 92642. Phone: (714) 534-6390.

Washington

SEATTLE
BUDSCHAT MOTORCYCLES — Trailbike Headquarters, Duc., Hod., Moto Guzzi, Norton. Parts — Access. — Service. Northwest's largest stock of parts. Mail order service. Open week days 10-6:30, Sat. 10-4:00. 17002 Aurora Ave., Seattle, Wash. 98133. (206) LI 6-2070.

Nevada

LAS VEGAS
SHAW CYCLE SALES & SERVICE, Jawa, C-Z & Bultaco. Complete sales & service dept. Full line of parts & access. 1026 E. 1st St., Las Vegas, Nev. 1 blk. E. of Main. Ph: (702) 382-4282.

Services

STEEN'S Inc. 1635 W. Valley Blvd., Alhambra. Hi-Performance Hodaka Service: Forks extended to 5-inch travel, 90cc cases bored for 100cc cylinder, 90cc cases machined for 5-speed cogs, boring and porting. Complete Ceriani suspension parts and service. 8:30-5:30 Mon.-Fri., 8:30-2:00 Sat. (213) 289-4351.

STEEL SHOE
Ken Maely THE ORIGINAL SHOEMAN custom made to order \$29.95. Established 1950. Don't settle for a cheap imitation of my product. Rt. 2, Box 758, Corona, Calif. 91720. (714) 735-0540.

WEAVER'S NORTHWEST SHOEMAN. Custom steel shoes made to order. Speedy Weavering Service by mail or at the track — only \$18.00. 3405 Wetmore, Everett, Wash. 98201. (206) 252-2924.

FIBERGLAS ACCESSORIES
THE FIBERGLAS WORKS — 3921 Portola Dr., Santa Cruz, Calif., 95060. Phone (408) 475-3114. Custom — Competition — Replacement Tanks — Seats — Fenders — Complete Mail Order Service — Custom Painting. Dealer Inquiries Welcome. Send \$1.00 for complete accessories catalog.

M/C's & PARTS
JIM'S CYCLE SHOP "Used parts Hdq. in the West." We buy and sell used motorcycle parts, cust. tanks and wheels. Chrome exch. Used M/C's. Sales and Repairs. Batteries and tires. 15 years same location. 11155 Atlantic Ave., Lynwood. NE 2-4298.

INSURANCE
"THE MOTORCYCLE INSURANCE WRITER" since 1937. Fire, theft, comp. P.D. & B.I. individual motorcycle insurance and Dealer insurance. JOHN MAYNARD INSURANCE, 3447 Motor Ave., Los Angeles, Calif. 836-5211.

LEATHER APPAREL
CUSTOM MADE motorcycle apparel. Number changes, alterations and zippers replaced. Clarice Amberg, ABC Custom Leathers, 9802 S. Atlantic Ave., South Gate, Calif. 90280. Phone: (213) 564-7150. Open 8 a.m. to 4:30 p.m. Mon. thru Fri. By appointment only Saturday. Evening appointments available.

NUMBER PLATES
Hand lettered, fiberglass plates for Pro. & Sportsman riders. All sizes, colors & number styles. 24 hr. Serv. — Pro. quality. Also complete sign painting. Ph: (213) 422-1908 for prices on sign & commercial lettering. Send for brochure & order blank. Ace Sign Co., 44 E. Market St., Long Beach, Cal. 90805.

FRAMES
SONICWELD Mfg., Special racing frames, rigid or springer, fiberglass tanks & seats, swinging arms for standard models (spec. design). Send for information to Sonicweld, 14547 Aminta St., Unit 'J', Van Nuys, Calif. 91402 — (213) 785-2323.

DEALERS: Customers keep coming back for Cycle News! To order the newspaper for your store, call Cycle News Circulation Manager 213-427-7433. Both display and outside vending racks now available.

NORTHERN Directory

ALAMEDA, CALIFORNIA

POWELL'S ALAMEDA HONDA — Bul., Hod., Suz., Hon. Over 250 M/C's to choose from. Trade-ins accepted—paid for or not. Liberal financing. If you've been turned down—Try us! Free riding lessons with purch., ins. counseling. 5 fact. trained mech. to serve you. 1828 Park Street 94501. (415) 865-0545.

BERKELEY, CALIF.

CAMPUS SUZUKI — 1403 San Pablo Ave. Zip 94702. (415) 841-0192. Suzuki, Maico, Sachs & Ciao sales, service & parts. "Parts are our specialty!" Anything we don't have, we can GET. Open 9-6 Mon. thru Sat. See Jim Johnson.

CONCORD, CALIF.

NORTH BAY MOTORCYCLES — Jawa & CZ sales & service. Sidecars. I.S.D.T. 250's & 402's. "The Motocross Headquarters for North Bay." Parts & Accessories. Open 9 to 6. 2120 Concord Ave., Concord, Calif. 94520. (415) 687-9300.

TOM'S CYCLE CENTER — BSA, Kawasaki, Suzuki, Greeves, Montesa, Ossa, Moto-Beta. Full line of Montesa parts. "Home of Good Guys." 1325 Galindo, Zip 94520. Phone: (415) 689-6722. Hours open 9-6, 9-8 Wed.

EL SOBRANTE, CALIF.

DAM CYCLES: Bultaco, Suzuki, Hodaka, Taco Mini Bikes, with full parts and accessories inventory for street and dirt riders. We sell insurance for dirt and street bikes of all kinds. Come in and see Jack Lewis, the Paco Kid or Ride Clyde! 4036 Dam Road, El Sobrante, Calif. 94803. Ph: (415) 222-2044.

FREMONT, CALIF.

BULTACO OF FREMONT — Enduro Headquarters. Come in and have a cup of coffee. Bultaco, quality from top to bottom. Moto-Beta, Bronco, bold new breed of easy-to-tote Mini-Bike. Sales, Service, and Accessories. Motorcycle Insurance. (415) 792-7949, 37318 Fremont Blvd. at Peralta in Fremont.

CYCLE CENTER STORES #2 — 37422 Fremont Blvd. Phone: (415) SY 3-7311. Honda, Maico, Triumph, Motorcycle Insurance, Taco & Bonanza Mini-bikes. 100% financing on approval of credit. Difficult Customers are a Challenge!

LAFAYETTE, CALIF.

RICK SCHEIDT MOTORCYCLES — Yamaha, Penton. Headquarters for Gardner carbs. Complete heliarc welding. We specialize in dirt bikes. Home of Dist. 36 #1. 3681 Mt. Diablo Blvd., Lafayette, Calif. 94549. (415) 283-2282.

LIVERMORE, CALIF.
CYCLE CENTER STORES #4 — 2310 First St. Phone: (415) 443-5111. Kawasaki, Suz., BSA, Maico. Motorcycle Insurance, Taco & Bonanza Mini-bikes. 100% financing on approval of credit. Are you particular? See us!

MARYSVILLE, CALIF.
SLIM'S MOTORCYCLE SALES — 100 D Street, Marysville. Calif. 95901. (916) 742-7785. Yamaha, BSA, Mavrick, and Bonanza. Service and insurance. All size engine boring. Crank repair. Motocross headquarters in Marysville.

MT. VIEW, CALIF.
SONNY KENYON'S CYCLES. Let experienced competitors care for your bike. Race tuned specialist, we work on most makes. Bultaco and CZ. Parts, Sales, and Service. Mail order for Bultaco and CZ Parts and Accessories. 2594 Middlefield Rd. (415) 961-4399.

CYCLE CENTER STORES #3 — 37418 Fremont Blvd. Phone: (415) SY 2-0111. Suz., Kaw., Hodaka, BSA, Penton, Montesa. Motorcycle Insurance, Taco & Bonanza Mini-bikes. 100% financing on approval of credit. We welcome difficulty in Customers.

SAN FRANCISCO, CALIF.
HAP JONES DIST. CO. — Avon & Carlisle Tires, Borrani alloy rims, Amal carbs, NGK, KLG & Hitachi plugs, Lucas electric parts and all cycle needs. Send \$1 for retail catalog. Box 3068, 94119. (415) 621-4185.

SAN LEANDRO, CALIF.
CYCLE CENTER STORES #1 — 16520 East 14th St. Phone: (415) BR 6-9211.

OAKLAND, CALIF.

COLISEUM CYCLE & ACCESSORY CO. — Kawasaki Sales & Service. Complete accessories, clothing dept. Custom work. "Kawasaki specialists. Factory trained mechanics." Open 9-6 Mon. thru Fri., Sat. 9-5. 3958 E. 14th St., Oakland 94601. (415) 534-5461. President: Howard Self. All riders welcome!

NELSON BROS. — Triumph, Honda, BMW, Husqvarna, Penton sales, repair & shop service. Established since 1948. Extensive parts & accessories depts. Complete insurance & financing facilities. "We stand behind our products & service." 4500 E. 14th St., Oakland 94601. (415) 532-3677.

SACRAMENTO, CALIF.
JOHN SMITH MOTORCYCLES — (The Wheel King) Custom wheels for anything and lgst. sel. of cust. parts, incl. extend forks and slugs for most bikes. Dealer for Suz., Jawa, CZ, and Garelli. Mail order for most makes. Incl. BSA & Tri. You phone, we ship. 2512 Franklin at Bdwy. Sacto, 95818. (916) 452-2622.

SAN FRANCISCO, CALIF.
HAP JONES DIST. CO. — Avon & Carlisle Tires, Borrani alloy rims, Amal carbs, NGK, KLG & Hitachi plugs, Lucas electric parts and all cycle needs. Send \$1 for retail catalog. Box 3068, 94119. (415) 621-4185.

SAN LEANDRO, CALIF.
CYCLE CENTER STORES #1 — 16520 East 14th St. Phone: (415) BR 6-9211.

Honda, Hodaka, BSA, Maico. Motorcycle Insurance, Taco & Bonanza Mini-bikes. 100% financing on approval of credit. Difficult customers wanted.

SAN RAFAEL, CALIF.

BISCUITS' CYCLE TOWN — Moto-X Hq. for Marin County. Compl. Mach. Shop. Sls. & Svc. BSA, Yam., A-E, Montesa, Gre., Hod., C-Z. Mini-Bikes: Mavrick, Taco, Bonanza, Scout Choppers. Come in and learn to ride. Open: Mon. 12-5, T.W.T.F. 9-9, Sat. 9-5. 933 Francisco Blvd. 94901. (415) 456-0335. — C-Z.

OILS & ADDITIVES

ESCALON, CALIF.

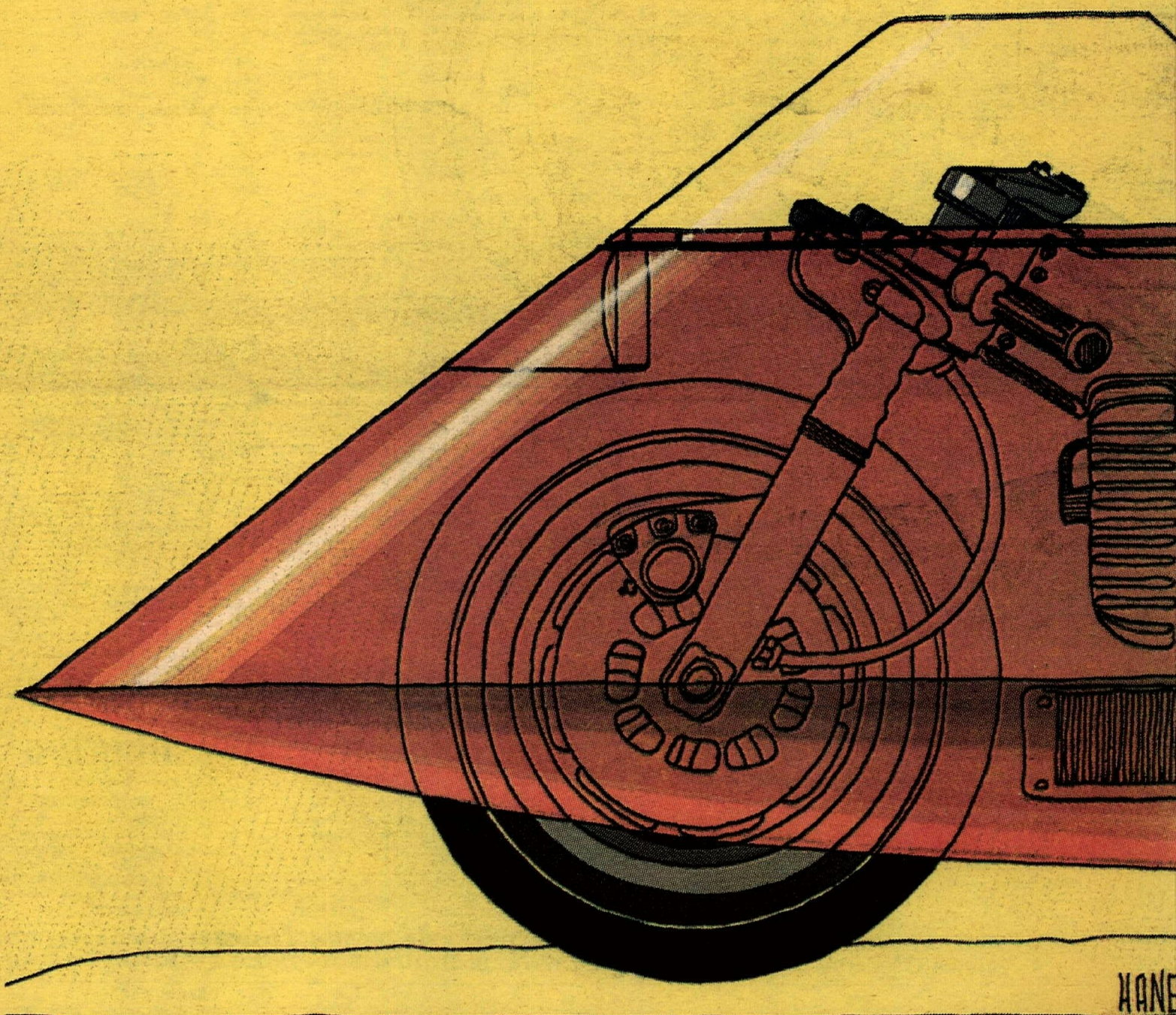
"BLENDZALL" and "EXCELZALL" "World's Finest" Join the Winners! Dealers Inquiries Welcome. Addzip Additives, 1433-37 First St., Escalon, Calif. 95320. Phone: (209) 838-7912.

REDWOOD CITY, CALIF.

A&A MOTORS — Parts & speed equip. sales & service for Yam., R.E., Bul., Hod., Mail, Nor. and Yam. snowmobiles. Also complete machine shop, heliarc welding, pickup & delivery and mail order service. 2771 El Camino, 94061. (415) 366-3814.

SELBY MOTORS — 346 El Camino Real, 94062. (415) 369-4112. Largest stock of tires and access: We have the parts for Kaw., Gre., Suz., Montesa, BSA, and Sachs. Easy pay ins. and honest deals that we stand behind. Largest Montesa dealer in No. Calif. Open Thurs. 9-9.

MOTORCYCLES IN THE FUTURE





Sportsman winner Scott Smith coming in for the win.

By Bill Spencer

ODOM STEALS SILVER CUP

LONG BEACH, CALIF., Dec. 19, 1970 — Northern California's crack indoor riders weren't about to let a little thing like the West's worst storm in 14 years, keep them from coming down and devastating their Southern rivals. Seven out of the ten racers in the Yamaha Silver Cup short track main event, on the concrete floor of the snug indoor Long Beach Sports Arena, were from the North.

It was more than the purse put up by promoter Don Brymer that inspired the Northerners to fight through the snow-closed passes. After dominating the Cow Palace and San Jose indoor series for years, they were out to steal Yamaha's silver chalice from the South's own bailiwick.

San Francisco's Jim Odom passed Joe Henry of Sacramento with but three to go of the 15-lap main event, to take home Yamaha's Silver Cup and a very healthy share of the purse 'in excess of \$1,000'. Odom also captured the trophy dash.

Odom's pass wasn't as easy as it sounds. Henry was on the pole and the only other Amateur, Al Kenyon, was second. Henry had set a very fast and smooth semi to capture the pole and led off the 15-laps with a fine lead over a faltering Kenyon, Dave Hansen and Odom. Odom's pass came when Joe lost the front end just slightly so that he slid out wide enough for Odom to get a good drive through.

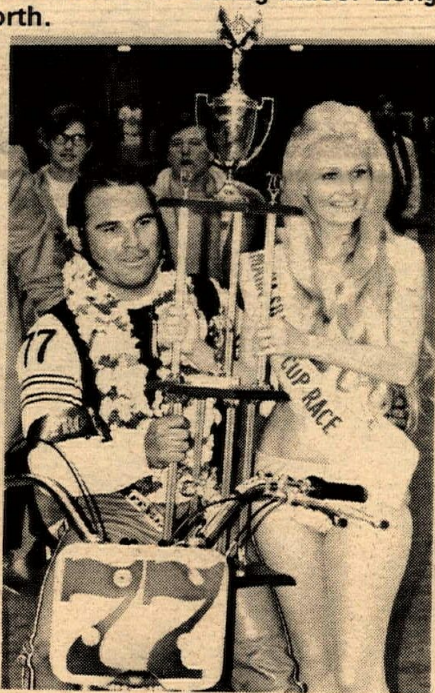
Kenyon's mechanical ills were a tough break, for his efforts were no less than great. He gained a berth in the dash, a heat win and a semi win. In the final race he may have finished last, but his earlier rides were much better.

In back of the Odom/Henry duel came Dave Hansen and Ralph Waldman, with "Rapid Ralph" coming on very strong at the end. Fifth spot went to Dallas Baker on an Ossa with Butch Corder having a heap of bad luck in sixth.

It wasn't all bad for Corder though. He had qualified only as first alternate for the main, but when Mark Brelsford couldn't make it, Butch was in. Mike Yarn brought up seventh on Dick Steinke's Bultaco followed by Bob Bailey and Grand National Champion, Gene Romero.

Heat race winners were Odom, Brelsford, Yarn, Keith Mashburn, Henry and Kenyon. Mashburn, on a Yamaha, was eliminated in the semi by Yarn when Keith left Yarn just a little room to get a wheel underneath his, and then pushed him out and Keith bailed off. That was Yamaha's only chance for getting a bike in the main as the Yamaha regulars Coppage, Palmgren and Haaby had been eliminated in the heats.

The Joe Henry heat was a thriller as Joe got a straight-up jump on the field, followed closely by Butch Corder. At the end, Corder tried to pass but bounced back off and then took



Like a wolf on the fold, Jim Odom relieved the So. Cal. locals of the Yamaha cup.

another bump from Dave Aldana, who was also working hard to pass.

The sportsman final was a satisfactory one for Yamaha as Scott Smith led wire to wire on his K&N racing team Yamaha. Second went to Dan White on a Sherpa Bultaco and third to Phil McDougal on a Honda who gave chase to White throughout.

In the mini-enduro race, Rex Beauchamp won for John Dellinplane of Bakersfield.

(Results on page 42)

\$32,000 INDOOR PRIZES

Added to the popular January 29 and 30 Astrodome indoor races this year will be an indoor program at Madison Square Garden in New York City. January 25, 1971 motorcycles will race in professional short track competition for the first time ever in the Garden, America's prestige sports center. Though the AMA sanctioned event will not pay Championship points, its purse and close proximity with the Astrodome races will insure an outstanding field of Championship riders.

Racing begins on the cement track at 8 p.m. Riders will compete for a total of \$12,000 in prize money, \$6,900 of which is provided by Yamaha as bonus money in its Silver Cup series. Riders are eligible for these bonuses regardless of the brand of motorcycle that they ride.

For tickets to the Yamaha Silver Cup Races call (212) 564-4400 or (212) 644-4400. Special group rates are available. For tickets to the Astrodome National Championships write: Pace Management Corporation, 3003 West Alabama, Houston, Texas 77006.

GUEST EDITORIAL: 10-Point Plan for Improvement

This was a year of motocross expansion, with a full calendar of racing by CMC and the splendid effort by IRE as well as the open competition by some of the larger AMA clubs.

Among the best organized shows include the High Sierra MC Mammoth Mountain Motocross, Dirt Diggers North Hangtown MX, IRE & CMC all star show, Dirt Diggers Hopetown, and the Carlsbad Trans-AMA race.

Among the stinkers we must mention the Viking Summer Series with special emphasis on the Puyallup Washington fiasco, Prospectors MC Bay Mare race (everyone remembers the publicity that it got), IRE North-South show at Bay Mare (looked more like a gang war than a race), Dirt Diggers California State Championship at San Clemente, the December Iner-Am at Saddleback (Wow, all that prize money for two days of racing) and a host of CMC races that were over entered and ran from dawn until dusk.

With very few exceptions these races are staged with the revenue from rider entry as the main source of income, knowing that for each rider, there is at least two spectators as part of the riders family or friends that make up his pit crew. There is no effort made to attract other spectators or to provide them with a concentrated, well announced show.

Costs are also going up for the rider, as an example here are some of the costs to attend a race: CMC entry, mail \$5 or post \$10 plus \$2.50 per each adult and \$1.50 for children. About the same for IRE. The Inter-Am really gets out of sight with \$10 just for the Sportsman class plus a pit pass for your pit helper and \$5 for his gate entry.

Now add to this the annual cost of membership to the various organizations and you begin to wonder where it is going to stop.

Now the 1971 membership dues are taking a change. CMC, for instance, now requires a \$2 membership (whatever that's good for. You used to get a monthly news letter with results) and \$5 on top of this for a competition license (shades of ACA!).

This license will get you a 10% discount at selected shops, but what serious competitor doesn't get 10 or 20% at his local shop?

Around 2000 members at \$7 a head makes for a bunch of bucks and should get the riders at least some insurance.

The AMA is not any better, since you pay \$2 for general membership, \$3 for a district number, and if you want to ride in a Trans-AMA event it costs you \$20 for a competition license plus your mechanic has to buy a special license! Now that the FIM is represented by the AMA an international license has to be obtained from them, which will entail who knows what tariff when application is made.

Back to CMC, a nominal fee for membership is more realistic and let's forget the competition license nonsense, or give us our money's worth:

1. Race entries limited to a specific number of riders or separate race dates for specific classes.
2. Riders insurance fund.
3. Divide the program so that Experts run separate from the Juniors so that wives don't have to sit in the heat and dust all day.
4. Open competition for all license holders, be they AMA, CMC, FIM, ACA or AF of L.
5. Have P.A. systems that can be heard.
6. Rent sanitary restrooms, especially at Carlsbad.
7. Keep spectators from riding in the pits and throwing dust on riders trying to rest between motos.
8. Insist that promoters keep the tracks in better shape. Saddleback is always in good shape but most others are seldom touched.
9. Use the rubber band start at all races. This seems to be the most fair and safest starting system.
10. Improve purses for the amount of money that is going into the races, prize money is very small, almost non-existent.

Lets all take a long hard look at the past year and try to get the thing we did not like changed so that we can all enjoy the sport more.

All comments and/or suggestions are invited, write to: Motocross Riders Union, 2818 1/2 Prospect St., National City, Ca. 92050.

New Year MX For Trails.

The San Mateo County Motorcycle Association is hosting a Motocross and fun day to raise money to promote public cycle riding trails and to fight anti-motorcycle legislation. Among the top riders who have agreed to ride for this urgent cause are Carl Cranke, Bob Grossi, Mark Brelsford, Brad Lackey and Tom Rapp.

Besides a full program of motocross racing, there will also be a minibike motocross, a trials demonstration by trials master Vic Boocock and \$2000.00 worth of door prizes. Entry fee is a mere three dollars with a \$1.00 gate admission. All proceeds go to the Association which will use its money to procure trails.

Sign up is at 7:30 with the first race scheduled for 9:00 a.m. Three large number plates are required, the better to see you with, and all cards will be honored. Classes are 125, 250 and Open. The event will be held at the Cycle Hills Motorcycle Park in Morgan Hills, California. Lime from Bailey Road.

The San Mateo County Motorcycle Association has already done a number of good things but they are most well known for their efforts in defeating Carl Britschgi. SMCMA plans much other such action in the future, but it needs your help and support. Go race away your hangover, January 1, 1971 at Cycle Hills.

WASH. TURKEYS

By N.A. Williams

WOODLAND, WASH., Dec. 13, 1970 — Some 190 riders went out shooting for turkeys in Benefit Scrambles today and Bill Cook claimed two birds in Trophy Dash showdowns. A medium sized crowd added to the day's success and all proceeds were given to the Holiday Childrens Center in Portland, Oregon.

(Results on page 42)

Weather Stops Some Events, New Dates Set

The weekend showers was the cause for several top events being postponed.

Ascot Park's State Half-Mile Championship has been moved to Sunday, Dec. 27, while the CMC motocross set for Saddleback has been rescheduled for Sunday, Jan. 3.

Trojan Speedway's TT and Flat Track was cancelled and the park will hold its new season of races beginning Jan. 8.

Kimball Will Attempt Take Record Back

Montesa distributor Kim Kimball, previous holder of the 1000 mile Tijuana-to-La Paz Baja California record broken last week by Doug Douglas (AJS), says he will "do it again and get it back."

Kimball will try to squeeze in the new record attempt early in the year.

MAICO

WINS OVERALL SERIES

INTER-AM MOTOCROSS

*The Greatest Motocross
Racing in the World*

U.S.A.
1970

*The Greatest Motocross
Riders in the World*

AKE JONSSON

The New Champion



AKE'S SERIES RECORD IN 11 RACES: 7 WINS : 3 SECONDS : 1 THIRD

MAICO RELIABILITY

Ake and Willie Bauer on MAICOS finished every moto in every race in the series. All other riders had at least one "No Finish"

SADDLEBACK INTER-AM & TRANS-AMA

AKE WON ALL 3 MOTOS!

No Trans-AMA rider finished within one minute of Ake in all 3 motos. Question. Where were the Trans-AMA Suzukis when the fast Inter-Am riders came to Saddleback?

We contend that MAICOS are the best of all motorcycles in motocross — with the finest handling and control...they go straighter over the rough stuff...and they are faster around the curves, quicker from corner to corner...they are faster on the uphill

straights...they have the widest torque band and the most tractive power to the ground. We repeat, MAICOS are the best handling motorcycles in the world!

You can win with a MAICO

WEST
COOPER MOTORS
No. E. Santa Anita Avenue
Burbank, Ca. 91502

EAST
EASTERN MAICO
Royal & Duke Sts.
Reedsville, Pa. 17084

SOUTHEAST
MAICO SOUTHEAST
6918 Tamiami Trail
Sarastoa, Fla. 33581

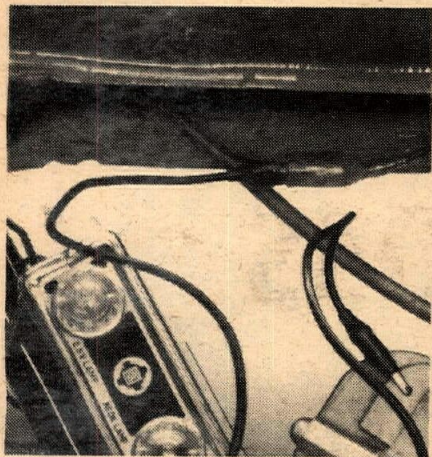
CANADA
AMOR SALES LTD.
3143 W. Broadway
Vancouver, B.C.

The Home Workshop

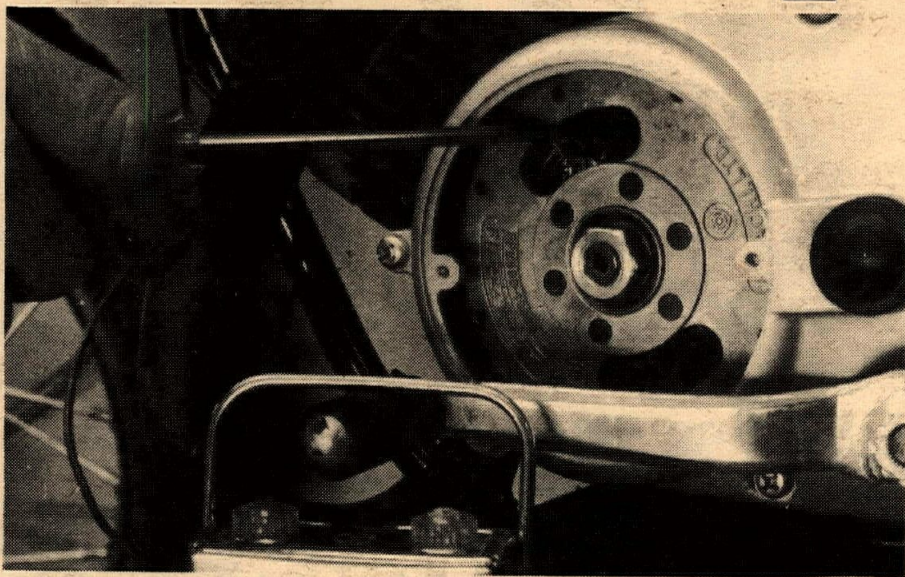
By Rod Breaker

YAMAHA MINI-ENDURO

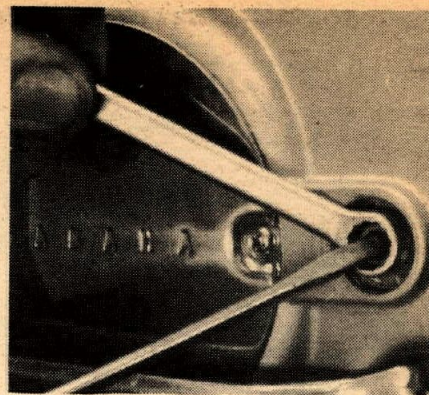
PART 2
(Concluded from last week)



6.) If you are lucky enough to have some sort of test box to check the timing with, it is easiest to reach under the gas tank and find the connector where the Mag, the coil and the kill button wire join. By disconnecting the coil wire, the terminal will drop down where the tester can be connected. Remember to reconnect the coil wire when you are finished or the machine will not start.

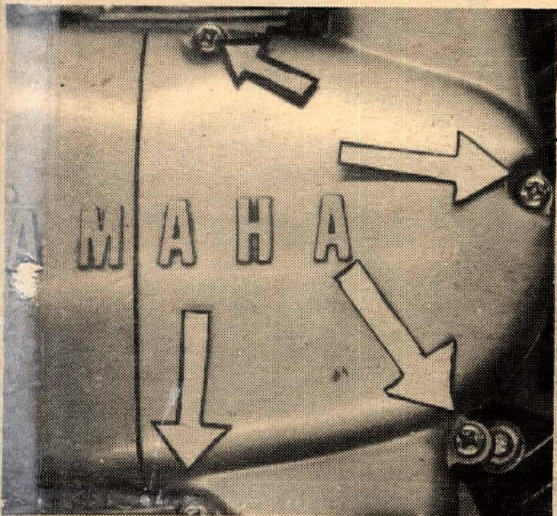


7.) If the timing is off, it must be set correctly for top performance. As the backing plate for the magneto is not able to rotate, the engine must be brought into time by opening or closing the contact breaker gap. With the 'buzz-box' connected, adjust the point gap until the points open just as the lines are adjacent. Adjust the contacts by loosening the lock screw and levering them open or closed by inserting the screwdriver in the slot provided. If this brings the gap to less than .011 inches or more than .019 inches, the contacts will probably have to be replaced.

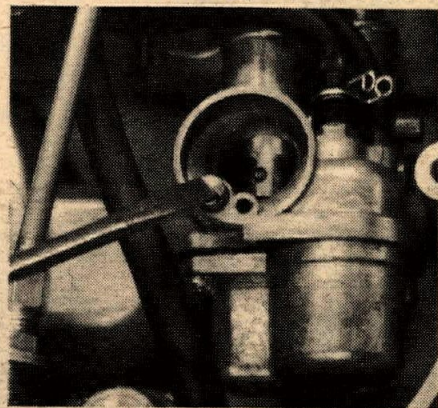


8.) The clutch adjustment is carried out right behind the flywheel beneath the small rubber plug. After backing off all cable adjusters, remove this plug and loosen the lock nut. Back the nut off a few turns and with a small screwdriver, using very little pressure, turn the adjusting screw in until a slight resistance is felt, then back it off one-half turn and while holding the adjuster with the screwdriver to see that the adjustment doesn't change, tighten the lock nut. Make any further adjustments necessary on the cable adjusters.

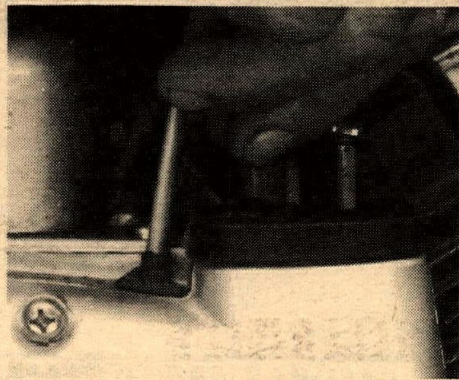
11.) A close examination of the oil pump will find a small mark (R/H arrow) on the cable wheel of the pump on the rear side. This mark or pointer should line up with the small guide pin (L/H arrow) that actuates the pump cam. This alignment should come when the top edge of the mark on the throttle slide just comes to the top of the venturi.



9.) For access to the carb and oil pump, remove this cover which is held in position by four screws (arrows). If these screws are hard to break loose, you should purchase an 'Impact Driver'. This will make it a simple chore and it is a tool that you will use frequently as long as you own a motorcycle. If you should happen to butcher up the screws getting them out, go to your dealer and purchase some new ones, the bad ones will be twice as hard to remove next time.



10.) Check tightness of carb on mounting flange through hole in front of engine (stoppered up with small rubber plug) and check position of Idle air screw as shown. This should be approximately 1 1/2 turns out from the bottom, run it all the way in and then back it out 1 1/2 turns. Note the small round pip on the throttle slide that is visible through the orifice of the carb. This mark is used for setting the oil pump to the correct oil feed.



12.) Install a new spark plug and start the engine. By turning the brass rod protruding from the top of the carb, the idle can be set. Before trying to adjust the idle, the machine should be allowed to warm up. Turning the adjuster clockwise will slow down the idle while counter-clockwise will increase the RPM. If everything has checked out to your satisfaction, you are ready to go.

BARRY BRIGGS RACING PRESENTS

These fabulous new accessories have been painstakingly designed by 4-times World Champion speedway rider Barry Briggs. Designed for his personal use these popular accessories are now available in the United States.



The Motocross gloves: Features outstanding quality goat skin leather, elastic wrist band, padded fingers & thumb, no thumb seam to cause blisters and famous European craftsmanship as well as colors available for the first time anywhere. They come in three sizes (8, 9 & 10) and three beautiful colors (red, white & blue)



Road Racer or Street Boot: Featuring genuine English leather, full length covered side zipper, clean design for the street rider and steel shank in sole. 16" high with racy red stripe. A high quality item



Motocross Boot: Everything a MX Boot should be. High quality English leather, 4 steel buckles, Wedge leather sole, steel reinforced toe, padded inside ankles, smooth black leather finish, extra wide ankle strap (no broken straps or bent buckles here) 16" high and extra spikes in long wearing leather sole. Sizes 8-12.

Dealer inquiries invited
Wholesale only
Immediate delivery on all items



Barry Briggs Racing
2834 Colorado Ave.
Santa Monica, Cal.
(213) 828-7508

See our booth No. 433 at the Motorcycle Accessories Trade Show in the Long Beach Arena Jan. 7-10.

Stop in and meet 4 time World's Champion Barry Briggs.

Hodaka Montesa Motorcycles Rickman Metisse
Greeves **Westminster Sport Cycle**
Guy R. Louis (714) 893-7057
7574 Westminster Ave., Westminster, Ca.



Christmas Special

FREE with this ad

1 pr. leather pants, Torsten Hallman or Webco brands, with purchase of any new Husqvarna-Sachs-Puch

Bob Ewing's
Mission Hills Motorcycles

8730 Sepulveda Blvd.
Sepulveda (213) 785-4280

offer expires Dec. 31, 1970

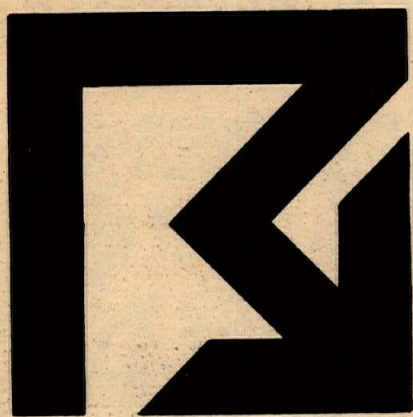
MARTINO NARROWS DESERT MARGIN



By David Swift

LUCERNE VALLEY, CALIF., Dec. 20, 1970 — J.N. Roberts blasted across the finish line just a few feet in front of Whitey Martino to climax the 19th

MX RIDERS
Hard time getting parts
and accessories?
WE STOCK EM!
University Honda Bultaco
Kawasaki & C/Z
5908 Roosevelt Way NE
Seattle Wash 98105
SEND FOR FREE CATALOGUE



What is it?

It's your answer to:

Dependable; Sales



Service

Parts

Accessories

The largest stock of AJS parts in the West.

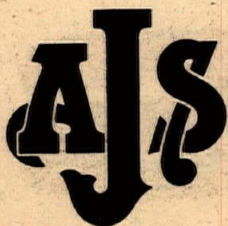
Immediate delivery on 250 & 370 Stormer

Large stock of Norton Roadsters

All Mail Orders shipped C.O.D.

Norton

STORMERS LTD.
8412 Katella Ave.
Stanton, Calif. 90680
(714) 827-2650



Annual Big Hare Run held by the Jackrabbits M/C today. The desert was in excellent condition thanks to the Natural Watering Company's visit the night before; Roberts described the course as "one of the 'funnest' of the year".

The heavyweights left nearly 30 minutes behind schedule because several people arrived late due to the snow at Cajon Pass. The trailbikes left 15 minutes later. The first one to the smokebomb was reported to be Larry Bergquist, followed closely by Roberts, Rich Thorwaldson, Whitey Martino, Bill Fryant, and the top 250, Tom Poteet. Bergquist soon unloaded in a sandwash — Martino said he got up and laughed — leaving J.N. with the green light. Meanwhile, Thorwaldson, fresh from an appearance at Saturday night's Yamaha Silver Cup race, experienced his seventh flat tire of the year. At the end of the initial 43-mile loop, Roberts had a

two-minute margin over Martino and Fryant even though he came through a full 15 minutes faster than the most optimistic Jackrabbit estimate. Roberts rode the 43-mile loop in a mere 51 minutes!

Thorwaldson still kept up a high-speed hobble and came across 30 seconds after the fourth-running Poteet, but he called it quits at that point.

Martino blasted off into the second lap with the intention of eradicating that two-minute lead of Roberts! Martino undoubtedly enjoyed very little of the ride; his Husqvarna was running lean. "It felt like it was trying to seize," he later said, conjuring up bad dreams of being pitched over the bars at 60. Even with that knot in his gut Martino pumped it harder and began to gain some land. At the same time, Roberts was on his own little expedition with absolutely no care where anybody else was.

Spectators stood atop a small hill overlooking the last seven-or-so miles of the race. As they craned necks and glanced at watches, two small darts of dust appeared and searched for the fastest way home. After watching a horde of trailbikes pick their way over the sand some moments ago, these two riders resembled milliles because of the shape of dustcloud and the speed they maintained. J.N. Roberts had kept his lead but Martino had whittled it down to almost nothing. In the pits, Roberts laughed, "I never saw him the whole race!"

Bill Fryant came in third overall and first 250 in an amazing performance, giving at least 100cc's to half of those he beat. Tom Poteet was fourth overall, 2nd 250.

To Rich Thorwaldson, that blown rear tire was not just a "blown rear tire". He and Martino now have over 22 finishes apiece. They had about 2300 and 2170 points, respectively before this race and the last point run of the

SAFeway SPORT CYCLES

Tune-up Special **CYCLE REPAIR**

Single — \$9.95

Twin — \$11.95 **Sales & Accessories**

8227 E. Commonwealth,
Buena Park (714) 523-4030

OPEN 12 — 7 PM

SAT. 8:30 — 6 PM



season is this coming Sunday. It's gonna be close...

Terry Clark and Jack Morgan did another battle in the trailbike class, with Clark taking it all the way. As a matter of fact, both riders finished ahead of scores of bigger machines that had a 15-minute head start. Ken Bucksman was third.

The Jackrabbits spent every weekend for three months preparing the point run. Veteran desert ace Joe Borges personally laid every inch of the course and the time was obviously well spent, if riders' consensus is any criterion. There was a "bit of everything", to quote a Jackrabbit named Dick Koons. There were sandwashes, fireroads, hoops, hills, and lots of good old-fashioned flat desert. The bright skies and brisk, clean air was most invigorating.

The desert did take its usual toll, however. One broken elbow was reported. At various checkpoints one could watch the man-machine syndrome parade by in assorted states of disrepair. One lad left the final check without his expansion chamber; it just dropped off, thud. Another dude attempted to stomp his Beezer into gear but found the shift lever behaving more like kickstarter, spinning about and all. Still another rolled through tugging on a wire where his throttle grip used to be. After the check, he and his Yamaha sped off into the desert as he steered with one hand and worked the gas as if it were a puppet with the other. Ah, determination.

Jumpin' Around With Jones

By Dodie Stingley

ARLINGTON, TEX., Dec. 13, 1970 — Thirty seniors in all motocross classes found that keeping up with the Jones, Anthony in particular, was not an easy thing to do. Tony pushed hard the first three laps on his 250 CZ before being briefly controlled by 360 CZ mounted Phil Snipes. Three more laps of dicing and Jones regained the point and won overall. Sam Menefee (Pen) took charge of the 125 Jrs., while Terry Helm (CZ) held his last name's meaning to win out in 250 Jr. competition.

(Results on page 42)

The fast Suzukis and the fast Kawasakis use ...

"Blendzall"

It makes Yamahas go better too!

"Gold Label"

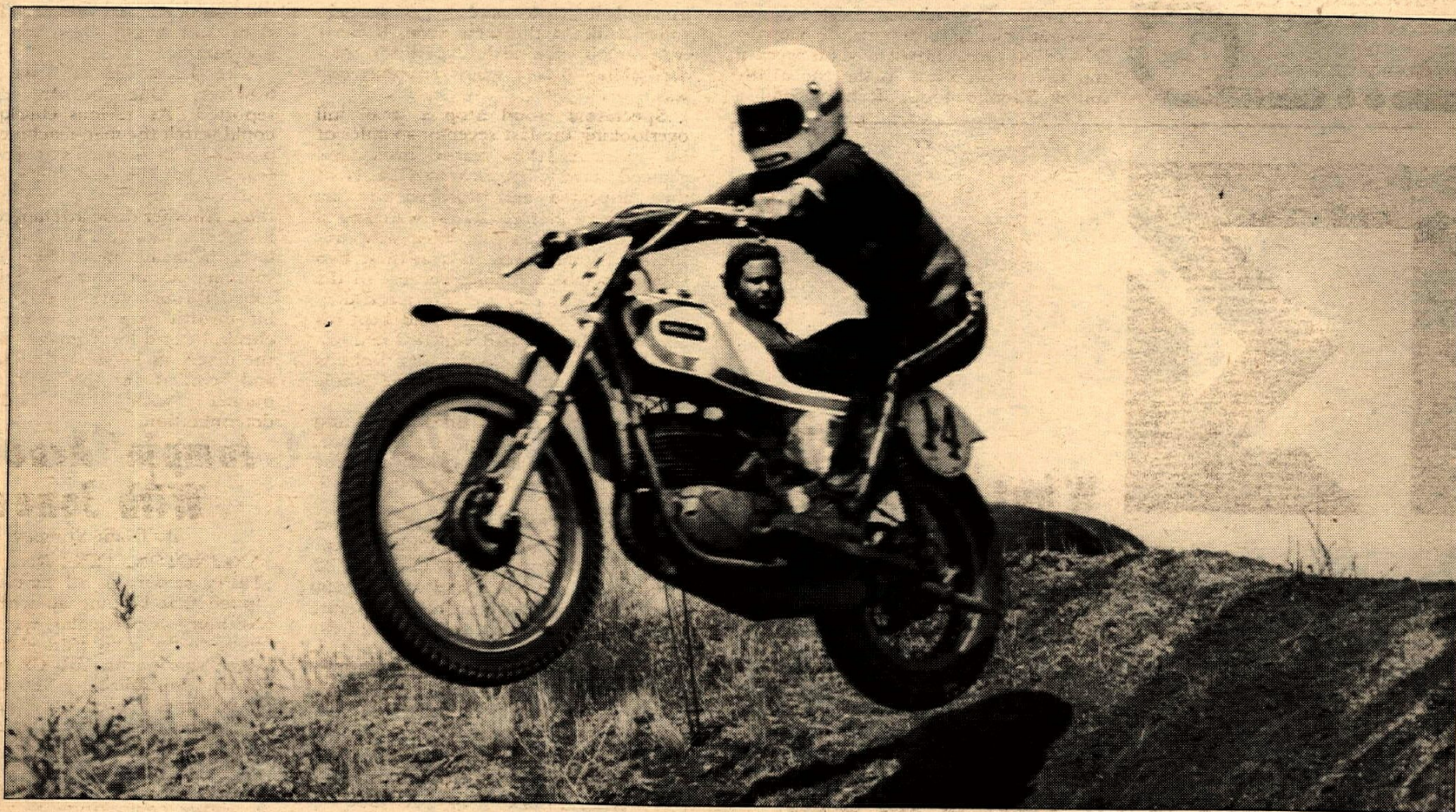
power booster really works

"Excelzall"

SUPER FILM.



EAST: Barry Higgins and OSSA, first 250 in Can Am series Motocross



WEST: Dan Hockie and OSSA, number one lightweight scambles rider, district 37

OSSA

YANKEE MOTOR CORP.-WEST
323 W. Alondra Blvd., Gardena, Ca. 90247

YANKEE MOTOR CORP.-EAST
P.O. Box 36, Schenectady, New York 12301

ROAD RACING

By Jon Stevens

CARLSBAD, CALIF., Dec. 20, 1970 — The road races at Carlsbad reminded all who went of the old 7-Up theme "Wet and Wild". Not only was the track muddy and puddle strewn but also Mother Nature decided to add to the confusion by wetting down the whole track with a little more rain.

The big winner of the day was John McGillivray who rode to three start-to-finish wins. Two of the wins, the Heavyweight Production and the 350, 500 and Open race were on his incredibly reliable BSA 3 prepared by Johnny's Motorcycles, and the other was on Mel Denisen's 250cc Yamaha,

formerly ridden by Don Emde. Mel brought both the 250 and 350 Yamahas down from Bakersfield, but a broken clutch housing jammed the gearbox on the 350 retiring it early.

Jeff Sperry, who also rides for Denisen, won the most closely contested race of the day, the Junior Grand Prix, on his 350 Yamaha. He was pressed by Mark Revels on his 250 Yamaha for the entire race. Although Revels never did get past Sperry, the pair was never much more than 15-feet apart during the entire race. All it would have taken was for Sperry to get caught

majority of the field.

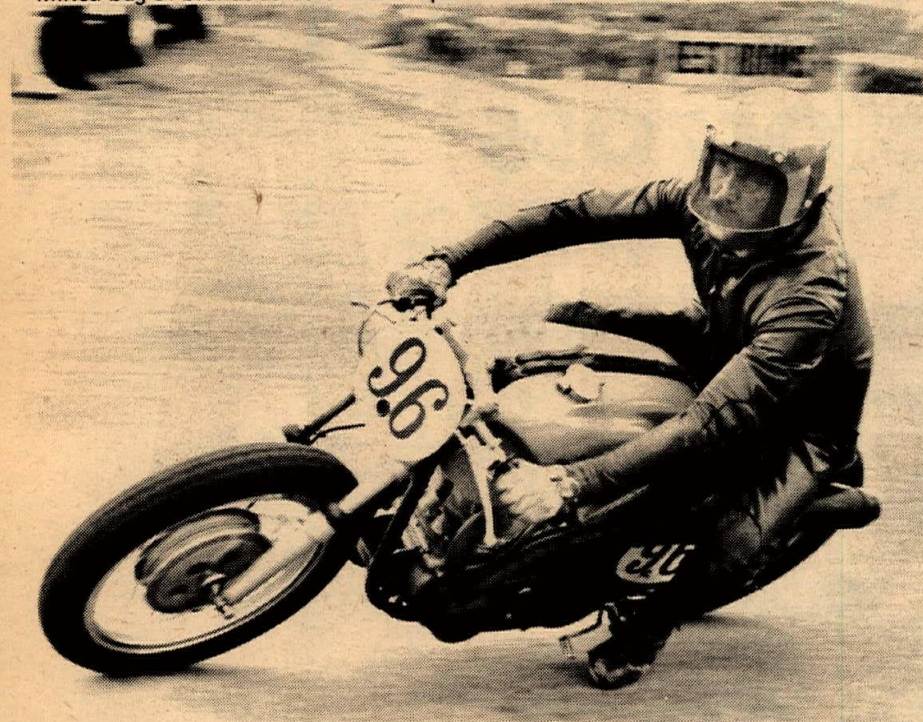
McGillivray then climbed onto the Yamaha, which he had never raced before, and rode a wire to wire victory in the 250 race which was ridden in the rain. It was a good show for the first time out.

Jim Damron broke the string of wins Pat Evans had going when he beat the Yamaha rider on his Ocelot. Apparently there was a collision here with Evans going down, but he got right back up and finished a respectable third in the class.

Evans had a bad day lightened by his



Mixed bag of brands as G.P. class drops hammer. That's Marty Lunde at left.



Open Jr. G.P. winner was Richard Feist (Norton).



The spectacular J. McGillivray.

in traffic and the results would have read the other way.

Also in that race, Richard Feist, who had worked his way up from way back on his Crowell Cycle Norton to third overall, had a connecting rod let go and put gaping holes in his engine on the last lap, thus costing him a well earned placing.

The Heavyweight Production race also saw some excitement on the first lap as a car pulled on the track right in front of where the riders would soon be. Quick thinking by other riders in the pits and the flagmen averted what would have been a major collision. When the race was restarted John McGillivray immediately grabbed a huge lead and won handily as he lapped the

overall win in the 125, 175, 200 GP race. Although he, too, led the whole race, Steve Froschauer on a 125 Yamaha was hot on the heels of Evans' 200 Yamaha. Steve is consistently one of the fastest private bikes around.

The Open GP race was another win for McGillivray. After some early dicing with Dan Hanebrink, in which they collided once, McGillivray stretched out his lead with Hanebrink finishing second and Steve Mallonee on a 350 Yamaha finishing third.

The next road race is scheduled to be in January at Willow Springs. With rain here, maybe it will snow there.

(Results on page 42)

AFM Moto-Cross Debut

By Dave Loop

MORGAN HILL, CALIF., Dec. 20, 1970 — The American Federation of Motorcyclists' first motocross in Northern California raced nine divisions, with many of northern Cal's best riders filling the field. The course was like the 1970 Inter-Am layout for a new off-camber hill section that proved to be the undoing of many.

125 class riders came to the mud in droves to get their lumps. Junior riders Bill Scarlett (Bul) and Mike Collins (Rickman) each won their divisions, proving that talent is an adequate substitute for torque. Ron Huffman (Rickman) took 125 Senior over a surprised Bob Grossi (Sachs). Getting top-notch starts made the difference.

The 250 Junior divisions were taken by Gary Norman (Bul) and Mike Edward (Hus). Early front runner Dave Gullett (Oss) was making his bid secure when a plug failure on a steep climb gave him a DNF in the final standings.

250 Senior winner Jim Miller (Bul) was chased home by Dan Davies (Bul) and his brother Ron Davies (Bul). A&A Motors' Chris Carter (Mai) was in the

hunt, but was plagued with start trouble and finished well down after a rough first moto. His second race style was fast and precise — in keeping with his record.

Open Senior saw Bob Grossi (Hus) put on a show that few riders in the U.S. can equal. His ability in mud and sand is perhaps his greatest asset. Dan Stokes (CZ) jumped Grossi in the first moto and held him back until an off-camber descent into deep mud. Stokes couldn't catch Grossi after that, but the two of them stretched out a 30-second lead over third place. In the second moto, Don Malley (CZ) pulled a perfect holeshot on the pack and enjoyed a 75 foot advantage into the first turn. He led easily until Grossi caught and passed him just about where he had caught and passed Dan Stokes. John Dieu (Hus) eased in behind Grossi and started to apply pressure, but the Santa Cruz kid was really picking up time in "impossible" sections and could not be caught.

(Results on page 42)

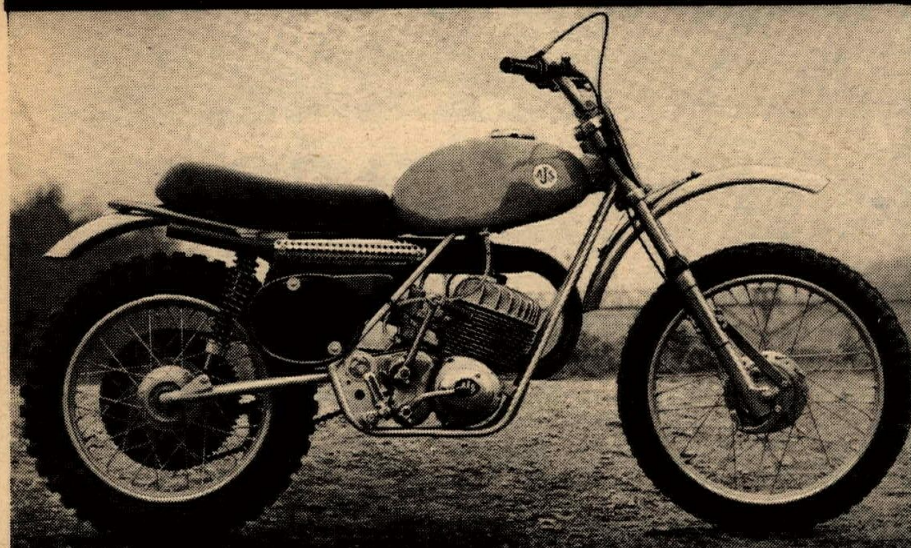
Sammy Miller Retires

LONDON, ENGLAND, Dec. 15, 1970 — Sammy Miller, by a long margin the world's greatest trials rider, announced his retirement today. In his lengthy career he has won the Scottish Six Days five times, the British Experts six times, and the Scott seven times. He will continue his association with Bultaco and tend his own growing business. Miller is quoted by Motor Cycle News as saying, "I made up my mind at the Scottish Six Days in 1969. I knew then that I was not riding as well as I should, but the lack of serious opposition persuaded me to continue."

Gorden Farley, new trials champ, says, "Miller is not over the hill yet, but he is more human now. He can no longer have a bad day and get away with it."

Miller is 37.

Do you want to get out of THE NOVICES?



TRY

AJS

They Handle Better



VIVA Montesa

360^{cc}

CAPPA

Probably the toughest motorcycle ever built.

The desert racers who know which motorcycle gets them to the finish line each week.



1970: 35 races — 34 checkered flags, 1 flat DNF
97.1% finishes.



1968 — 1970: 74 races — 51 checkered flags, 11
mechanical DNFs, 5 flats DNF, 4 crashes DNF, 3 out
of gas DNF — 68.9% finishes.



1968 — 1970: 85 races — 75 checkered flags, 3
mechanical DNFs, 2 crashes DNF, 5 flats DNF —
88.2% finishes.

The above statistics on mechanical failures include broken pegs, from hitting large rocks (Pilot error), Broken brake cable (2), Broken carb. (1) etc., etc., etc. But engine failure was less than 1% (actually .72%).

Plus these three riders bought their bikes with their own hard earned money, that's why they chose Montesa. They belong to the Checkers Motorcycle Club, they love racing and they don't like DNFs. They're friendly and they will be glad to talk to you any Sunday about why they chose Montesa, especially if you're in the DNF column too often to suit you.

VIVA

For Dealer information contact:
MONTESA MOTORS INC.
3657 Beverly Boulevard
Los Angeles 90004, Calif.
(213) NO 3-8258

Available in — Blue color, small tank — Cappra Scrambler
Orange color, large tank — Cappra DS
\$1096.00 everywhere
Probably the best buy ever offered

WHITE MOTO-XMAS



Left, DeWayne Jones, right brother Gary,



DeWayne and Gary had high praise for new Oak Creek M:X. Course.

MOJAVE, CALIF., Dec. 20, 1970 — Oak Creek Ranch started its racing career with a motocross that Santa would have won easily on his 8-reindeer sleigh. That white stuff all over wasn't

borax — it was snow, something many southern California motocrossers have never experienced.

A few took one look and demanded their entry fees back, which Ken Beach, new proprietor of Oak Creek Racing

Association, cheerfully refunded. Beach had strung 11,000 feet of banners around the 7/8 mile, hilly course.

It certainly wasn't the course that turned the faint-of heart around. The

racing brothers Jones, two tough guys to please, raved about how great the course is. "Man, the berms are four feet high," exclaimed 18-year-old Gary. "It's sooper-neat!" Agreed 20-year-old brother DeWayne. The Jones boys just about dominated the races that day.

Two powder puffers competed, in a class combined with the 125's. Winner Kathy Hubbard, of Bishop, Calif., riding her first race of any kind, defeated a number of less hardy males in the process.

Snow drifts were two feet deep on parts of the course before practice, but soon the 31 riders and other volunteers had the track clear. What a course it was. Beach searched the desert for the perfect location, then laid out the course for riders and spectators both.

Another brother act had rather worse luck that day. Bob and Wayne Sullivan, here to keep in shape for the winter so they can go back with a running start in their native New England motocrosses, had fun, but won no mon. Bob rode a universal tread tire, which just didn't get it. And Wayne, who led his motos each time, had mechanical woes each moto which stopped him cold.

After lots of practice and two motos, all the riders agreed they'd had enough riding in the snow, and so the Moto-Xmas came to an end. The trophies and cash should arrive about Christmastime. Watch for the next Oak Creek event. It is really one good place to ride.

Strange Day At The Beach

By Gary Schmythe

HUNTINGTON BEACH, CALIF., Dec. 20, 1970 — Huntington Racing Association staged one of the year's finest days of racing, and what a strange race it was. This wind and rain swept race track has no voice booming over the P.A. system, yet the ever present voice of the announcer is still present. There are no Cokes being downed by the gallon, no hot dogs being eaten by the dozen. There appears to be no corner men with red flags, and no timers or scorers yet they are on hand.

Looking out to the start-finish line one sees no chalk lines for the starters box, nor his red, yellow, white or checkered flags. A look over to the pit area and it is vacant of pick-ups, campers, vans, and trailers, yet they are around, somewhere.

Suddenly, over the shrill cry of the sea gulls over head, comes the start of engines: the high pitched bark of the 100's, blurr-blurr of the 125's, the deeper roar of the 250's, and finally the guttural growl of the big boys. Turning to look back to turn six, a vast shadow takes shape, and here they come out of the low ground fog, eleven, twelve, fourteen hundred or more in all, the TT riders, Moto-X guys, Powder Puff gals, race, creed or color knows no boundaries here. There are the very young to the not so young, the super fast to the not so fast, I see some with an arm in a sling and a few with a leg in a cast, every color in the rainbow can be seen from their various colored leathers, jeans, helmets, and all kinds of garb.

There are some with trophies and some without, some with a tear-stained face. There are those who lost out on a win by stopping to give a helping hand to a downed or crashed comrade, who a minute ago was doing furious battle, there's the thumbs-up sign for the winner, and the second place man giving the winner a well earned nod of approval, and some place in all of this the young are learning from the not-so-young. There may be a couple of National Champions somewhere in this group, and all of this brings to mind a poem I was forced to learn in those school days long gone by. I remember a few lines, "If you can make one heap your winnings and lose then at a game of pitch'n toss, turn and start at the beginning and n'er breath a word about your loss, you're a man my son." Or a Lady as the case may be. You all have taken your pledge to the fellowship of mankind, so today there are no losers; all have earned your trophies, today you are all winners.

DEALERS ATTENTION

**If You're Not Selling Cycle News
Here's Your Chance To Get With It**

Your customers will come back for every issue of CYCLE NEWS. Each and every issue is filled with News of happenings in the two-wheeled sport. Motorcycles from mini to monster, coverage of competition events, all the AMA National Championships, local sportsmen events, local fun runs, tests of fact, new products, legislation, want ads, and a voice for its readers. This is CYCLE NEWS.



- * First with News
- * First with Fact
- * First with Profit

You make 10¢ on every copy sold. Plus you have full return privileges. The profit maker that cost you nothing. Minimum order is ten copies and we pay shipping (via 2nd Class mail).

Okay, what can I lose. Start my my store selling CYCLE NEWS with the next issue. I understand you will bill me monthly and I have full return privileges on unsold papers, by returning the price tag with my check for the balance.



☐ Check here for colorful red, white, and blue display rack for counter or wall. Price \$1.50

I wish to receive 10 15 20 25 30 35 40 50
copies of:

☐ Cycle News West & North

☐ Cycle News East

☐ Dixie Cycle News

(Check one, two, or all three)

Send CYCLE NEWS to:

Name of store _____

Address _____

City _____ State _____

Zip _____

Authorized by _____

Mail to: CYCLE NEWS WEST, Box 498, Long Beach, Ca. 90801

**JUST LIKE A
MOTOCROSS
OAK CREEK RANCH**

Question?

What has:

AMA national championships
 Inter-Am motocross events
 Trans AMA motocross events
 Local events that mean the most to me
 Calendar of coming events
 Want ad section
 Dealer & Service Directory
 Home Work Shop (technical tips)
 Columns of interest in my local area
 Special feature articles
 Road tests, with real meaning
 Voice section to air my likes and dislikes
 In essence something that gives me the NOW news
 while it's news.

CYCLE NEWS

is your answer.

Weekly National & Western

SUBSCRIBE TO CYCLE NEWS

CYCLE NEWS WEST (1 yr.) \$7.50 ☐

(4 times a month)

CYCLE NEWS WEST (2 yrs.) \$12.00 ☐

Via 1st class mail for one year \$18.00 ☐

Via Air Mail for one year \$26.00 ☐

☐ This is a new subscription.

☐ THIS IS A RENEWAL

☐ I enclose check or money order.

☐ Please bill me.

Enclose check or money order, and
MAIL TO: CYCLE NEWS, INC., Box 498, Long Beach, Ca. 90801
Dear Sir: Please send me my subscription to the newspaper.

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

Due to postal regulations for mailing periodicals, we must have your correct ZIP CODE!

Please fill out this form completely and allow three weeks for new subscriptions to start.

Prices Listed For U.S. Mail Only. Foreign Rates on Request.

Canadian subscribers, please make checks payable in U.S. funds and add fifty cents for processing.

Every Other Week National & Dixie

SUBSCRIBE TO DIXIE CYCLE NEWS

DIXIE CYCLE NEWS (1 yr.) \$5.00 ☐

(2 times a month)

DIXIE CYCLE NEWS (2 yrs.) \$9.00 ☐

☐ This is a new subscription.

☐ THIS IS A RENEWAL

☐ I enclose check or money order.

☐ Please bill me.

Enclose check or money order, and
MAIL TO: DIXIE CYCLE NEWS, Box 32277, Decatur, Ga. 90032
Dear Sir: Please send me my subscription to the newspaper.

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

Due to postal regulations for mailing periodicals, we must have your correct ZIP CODE!

Please fill out this form completely and allow three weeks for new subscriptions to start.

Prices Listed For U.S. Mail Only. Foreign Rates on Request.

Canadian subscribers, please make checks payable in U.S. funds and add fifty cents for processing.

Every Other Week National & Eastern

SUBSCRIBE TO CYCLE NEWS EAST

DIXIE CYCLE NEWS (1 yr.) \$5.00 ☐

(2 times a month)

DIXIE CYCLE NEWS (2 yrs.) \$9.00 ☐

☐ This is a new subscription.

☐ THIS IS A RENEWAL

☐ I enclose check or money order.

☐ Please bill me.

Enclose check or money order, and
MAIL TO: CYCLE NEWS EAST, BOX 133, AVON, OHIO 44011
Dear Sir: Please send me my subscription to the newspaper.

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

Due to postal regulations for mailing periodicals, we must have your correct ZIP CODE!

Please fill out this form completely and allow three weeks for new subscriptions to start.

Prices Listed For U.S. Mail Only. Foreign Rates on Request.

Canadian subscribers, please make checks payable in U.S. funds and add fifty cents for processing.

DESOTO DEFROSTS INDIAN DUNES

By John Grout

INDIAN DUNES, CALIF., Dec. 12, 1970 — America's top ranked motocross rider, John DeSoto, Long Beach, unveiled a two-wheeled CZ snowplow, tossed mud, snow and ice into all corners of Indian Dunes reservation. He enjoyed such a cushy lead in two of the three races, that the rest of the tribe could only flow his treadmarks along an empty trail.

At the base of hills capped by an unusual overnight snow storm, DeSoto crunched his way across a frosty surface to post 40 and 45 second victories against a talent-loaded group which included Tim Hart, John Rice and Bill Payne. If that doesn't sound impressive just study the sweep hand on your watch for an equal time.

So wide were his winning margins in the previous snorters that when the heavy horsepower assembled at the starting line for their 3rd and final go around, the flying Hawaiian would have been a 10 to 1 favorite in the same ring with Ali Clay. He could have made pineapple juice the National drink of Ireland. On reputation alone, the crowd unquestionably would have elected him the first Spanish King of Hawaii.

The engines revved to a point just short of seizure. DeSoto didn't need luck gimmicks like shamrocks and 4 leaf clovers. He followed tradition and he had a couple of giant coconuts in his cock pit.

The starter threw the flag and the "Big goods" flung at that poor wet devil for the 3rd time that day. The spectators that lined the hillside fell silent. DeSoto was not in front as the machinery roared up the ramp. Bryar Holcomb, a seeming pretender to the day's 500cc crown had the lead and he was smearing goop on DeSoto's goggles with the brashness of King Kong. After

all, Holcomb had annexed the day's 250cc honors, why shouldn't he do well in the Open class, even if he hadn't raced a butterfly flutter in a hurricane during the previous 2 races of this bunch.

But, Holcomb's hoax was for real. His determination was that of a barefooted man, alone and walking a barbed wire with a bob cat tucked beneath each armpit. Four laps later, DeSoto had tried everything short of switching bikes, but Bryar's bravura was still overwhelming.

Then during the 5th and final lap the break came. DeSoto pulled alongside the tenacious wildcat and both riders tackled the last big jump in perfect union. The only difference was that DeSoto was 12 ft. above the ground, while Holcomb relied on a 5 ft. spread. That was all she worte. DeSoto passed his opponent while they both were still in mid-air, rounding out a perfect day of 3 for 3.

Steve Marcl, a 14-year-old youngster from Newhall, also scored a grand slam taking 3 impressive wins from the "A-division" 125cc novices, while the "B division" crown went to Jeff Wecker for his 3 victories.

Indian Dunes will host 3 big racing days from Jan. 1-3rd.

Deadmans Point Gets It On!

By Dave Brown

APPLE VALLEY, CALIF., Dec. 20, 1970 — Although the cold kept everyone bundled up to keep from freezing, 165 riders braved the inclement weather to show up at the Point. It wasn't raining but we thought for awhile it might snow, as it did on Saturday.

Earlier rains left the track in outstanding shape and the water truck



Jack Ross of the Greyhound M.C. (left) looks on as Richard Davis, with hat, and Dennis Willis show the contingency awards they won at the Ponderosa Hare Scrambles held Dec. 5th & 6th. Leslie Anderson, trophy girl, is waiting to present trophies won at an earlier race. Leslie rode her first race Dec. 6. She is Wes Sr.'s daughter. Richard and Dennis won MacHal helmets for being the highest scoring Novices on Sat. and Sun. Richard rides a 250 CZ and won the big bike class. Dennis won the trail bike race on an SS Hodaka. Photo by T.H. Willis.

wasn't seen all day. With a smaller entry, the riders got some extra laps and everyone enjoyed the track and they all seemed to get their fill of riding for the day.

The 100 and 125 Seniors and Intermediates ran together and in the first race Tony Rogers, aboard his Yamaha got a beautiful start and began to pull away. Dirk Wambold (Yam) got a bad start and was caught up in traffic. Dirk managed to work through the pack and began to give Tony some competition two laps from the end. Try as he did, however, he could not find a way around and Tony held first for his S.Y.Z. (Screaming Yellow Zonkers) racing team.

The second and third motos both saw Tony and Dirk get off the line side by side. With these two dicing for the lead, Dirk managed to get out in front in both motos and hold with Tony right on his tail all the way. They finished with Dirk taking first Senior and Tony taking first Intermediate. The 100 class was a toss up as almost everyone had trouble in one moto or another. Frank Wilsford Jr. did well on his Hodaka in the first two motos but had trouble in the third. Frank Sr. had throttle problems in the first two motos, but managed to take first 100 in the third. Close behind the two leaders on their 125's, Frank Sr. was also Hodaka mounted. Frank Jr. managed the win with his good placings in the first two motos. The 100 Intermediate win went to Ed Irsik on his Honda as he managed to stay in front of Jim Harwood on his

Hodaka.

The 250 and 500 Seniors and Intermediates were also combined and produced some good, fast racing. There were no 250 Seniors or 500 Intermediates, but Jim McDonald on his CZ, who is a 250 Intermediate, managed to win the first and second moto overall with Bud Feldkamp on his 400 Husky taking the third moto. After some hot racing and several spills, the wins went to Feldkamp on his Husky in the 500 Senior class and the 250 Intermediate went to McDonald on his CZ with some excellent riding. Looks like Jim might ride his way right into the Senior class pretty soon.

As many of you know, promoter Bob Dresslar will be starting his Hi-Desert Racing Association as of the next race day, which will be January 3, 1971. Membership will cost \$2 and entry blanks may be obtained by calling Bob at (714) 247-7473. The membership will allow a 50 cents discount on race entry which could amount to a \$12 savings per year.

Track entry will remain at \$2, and race entry will be \$2.50 without membership or \$2.00 with membership. Members will be riding for season points with contingency awards going to the top men.

He is also trying to work out a 10% discount at several shops for members but this is still in the fire. These changes are now in effect so call Bob for the membership forms prior to the first race. (Results on page 42)

MONTESA (213) 894-9218 **MOTORCYCLE SALES-SERVICE**
WARREN WILSON MOTORS South of Nordoff in Sepulveda, Calif.
9000 SEPULVEDA BLVD.

Val-er-i-an's Two Cy-cle City Ltd /və'li-r-e-ən's/ 'tū/ 'si-kəl/ 'sit-e/ ltd/ n. a motorcycle shop. Known to deal in sales, service, parts and accessories for such well-known two-cycle machines as Husqvarna, Penton, Suzuki, Jawa, CZ, Montesa, MZ and Trail-Hoppers. Distinguished by a large, unusually complete inventory of Torsten Hallman leathers, boots and helmets. Also known for free piping hot coffee and warm, non-pushy service.

Valerian's
Two Cycle City, Ltd.

10673 West Pico Boulevard — at Overland
 Los Angeles, California 90064 — Telephone: (213) 475-4541

Sales — Service — Accessories — Parts — Motocross Leathers
 HUSQVARNA • JAWA/CZ • SUZUKI • PENTON • MZ • MONTESA • TRAIL-HOPPERS
 open monday through saturday

COLISEUM CYCLE
 MAIL and ORDER
ACCESSORY CO.
 **KAWASAKI MOTORCYCLES**
 3958 E. 14th ST., OAKLAND, CAL.
 (415) 534-5461 94601

GORDY WILLIAMS Authorized Dealer
TRIUMPH CYCLE CITY
 (415) 939-4988
 2631 N. MAIN/WALNUT CR., CAL.

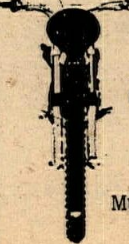
Riders & Racers!
 our machine shop can answer your needs ...

 HELI-ARC WELDING IN ALUMINUM & STEEL
Bill Krause
SPORT CYCLES
 1257 S. LA BREA at Century
 INGLEWOOD, CALIFORNIA
 671-0406 678-5035

'FLEXERCABLE'
 Sole U.S. Distributor
 Prices and information on request
 Orangevale Distributors
 9198 Greenback Lane
 Orangevale, Ca. 95662 (916) 988-4725

Bultaco Flywheel Puller
 Fits all current production
 Bultacos except Sherpa 100-\$6.95
 Cal. res. add 5% sales tax.
 C & M SPECIALTIES — P.O. Box 717
 Mountain View, California 94040

YAMAHA OF FONTANA
 Yamaha—Sach's— 9008 Sierra Ave.
 Hodaka—Maico— Fontana, Calif.
 CZ Sales— (714) 822-2252
 Parts — Service

BULTACO sonny kenyon's cycles

 Bultaco • 754 SPECIALIST
 2594 Middlefield Road
 Mt. View, California 94040
 (415) 961-4399
 MAIL ORDER

Ft. Worth Makes Merry

By Dodie Stingley

FT. WORTH, TEXAS, Dec. 6, 1970 — It will be a much merrier Christmas for many needy children in this area this year. Over \$700.00 was taken in at the gate at Lake Worth Motocross Park. Charles Ivie and Coy Latimer, promoters of the benefit said the riders have consented to donate their winnings for the day also. The money will go to the Goodfellow Fund for underprivileged children for Christmas presents.

The 125 Jrs. lined up and took off with many biting the dust as the track was hard dirt with narrow corners which sent several riders off the track and out into the loose sand and weeds. There were several jumps with one especially large one about half way around the course.

Terry Dunn and Ronnie Williams tied on points (925) but Terry led 8 laps and Ronnie 4, giving Terry 1st place, Williams 2nd, Ronnie Wright took 3rd, and Bill Calpin 4th.

In the 125 SR. David Musick (Sachs) leaped out front and held the lead for one whole moto, with a good distance between him and Anthony Jones. Musick ended up with a perfect score of 1200 pts., giving him 1st, Sam Menefee 2nd, John Joiner 3rd and Paul Cormier 4th.

In the 250 Jrs; the winner were 1st place Dickey Norvell, 2nd Ervie Russel, 3rd Gary Goertzen and 4th Billy Wilson.

Anthony Jones rode his CZ in the 250 Sr. and came in 1st, second going to Wyman Priddy (Bul), Mike Kidd (Bul) took 3rd and Mark Moore (Bul) 4th.

In the Open class Wyman Priddy won 1st on his Maico. Robbie Blackmon (Hus) got 2nd, 3rd went to David Jones (CZ) who is still recuperating from a broken collar bone. Dave says, "it's great to be back in the race." John Wooley (CZ) was 4th.

After the first moto, there was a trophy dash, with the winner of each class competing. Wyman Priddy won it.

SUPER PISTONS

A new type of racing piston on the market is a standard MC Forged piston with its skirt impregnated with teflon guaranteed not to crack, chip or peel. The advantages claimed are longer cylinder bore life, greatly reduced chance of seizure, 75% reduction in friction and use of leaner carburetor jets. These pistons gave a BSA 650 four extra H.P. on a dyno, the maker swears. When installing, it is necessary to hone out the cylinder .002. Pistons are available for Triumph and BSA 650's, 10.5-1 C.R., STD-100 O/S \$49.95 a set with rings. H-D Sportster 10.5-1 C.R., STD-100 O/S, \$51.50 a set with rings. Norton 750, 9.5-1 C.R., STD-.060 O/S, \$51.00 a set with rings. Dealer prices available on request from Rand Co., 19764 Ashton, Detroit, Mi. 48219.

John Maynard Insurance says

"Hey Mr. Dealer"

We carry all types of insurance coverage — garage liability — fire — theft & dealer bonds.

Save Up To 25%

JOHN W. MAYNARD INS.
3447 Motor Ave., L.A., Ca.
(213) 836-5211



**Parts &
Accessories**

CONLEY 250/360
Down Pipes — \$49.95

Unbreakable front
fender with bracket
\$19.95
Folding foot pegs
\$25.95

T/S MOTORS
1049 W. Mission, Pomona, Cal.
91766 714-629-8642

Dealer Inquiries Invited

BULTACO

Championship Breed



CALIFORNIA TT CHAMPIONSHIP

1st Gary Scott — Bultaco PurSang
2nd Ken Roberts — Mon.
3rd Chuck Gann — Bultaco PurSang
4th Chet Burt — Bultaco PurSang
9 out of 12 main west riders rode Bultacos.

DISTRICT 37 LIGHTWEIGHT DESERT CHAMPION

Tom Poteet — Bultaco PurSang
only 250cc overall desert winner for 1970, (5 times to be exact)

DISTRICT 37 LIGHTWEIGHT SCRAMBLES

2nd Larry Taylor — Bultaco Sherpa S
(only due to broken leg, while leading in points late this year)

HUNTINGTON BEACH PARK

High Point Rider
Tom White — Bultaco PurSang

BARSTOW TO VEGAS

1st 250cc Dick Camp — Bultaco PurSang
2nd 250cc Wes Anderson Jr. — Bultaco PurSang
3rd 250cc Charlie Hockie — Bultaco PurSang
4th 250cc Tom Poteet — Bultaco PurSang
over 190 miles with 2100 entries

NORTH WEST TT NOVICE CHAMP

Randy Scott — Bultaco PurSang

COW PALACE INDOOR — 12/12/70

1st Dave Hansen — Bultaco PurSang
2nd Joe Henry — Bultaco PurSang
4th Mike Yarn — Bultaco PurSang
5th Russ Powell — Bultaco PurSang

HIGH POINT RIDER VALLEJO SPEEDWAY

Rick Lewis — Bultaco Sherpa S

WESTERN U.S. HILLCLIMB HIGH POINT

Dale Shipley — Bultaco Sherpa S

TROJAN S.T. HIGH POINT

Ron Powell — PurSang

DUAL EUROPEAN SCRAMBLES

Prospectors
250 Am/Ex.
1st Tom Poteet — Bultaco PurSang
2nd Dick Camp — Bultaco PurSang
3rd Jim Brown — Bultaco PurSang
4th Gary Griffin — Bultaco PurSang

BUSHMASTERS

1st Tom Poteet — Bultaco PurSang
2nd Larry Pfutzenreuter — Bultaco PurSang
4th Wes Anderson Jr. — Bultaco PurSang

SAN JOSE INDOOR CHAMPION

1st Dave Hansen — Bultaco PurSang
2nd Bill Morgan — Bultaco PurSang
3rd Wheeler Gresham — Bultaco PurSang
4th Allen Kenyon — Bultaco PurSang
7 out of the top 10

NATIONAL 250 SCRAMBLES CHAMP

Jim Foley — Bultaco PurSang

KANSAS ST. 250cc CHAMP

Bill Girard — Bultaco PurSang

ARIZONA ST. 250 EX. CHAMP.

Tom Hoffard — Bultaco PurSang
2nd Gary Wells — Bultaco PurSang
125cc MOTOCROSS CHAMP.
Tom Hoffard — Bultaco Sherpa S

YAMAHA SILVER CUP INDOOR — 12/19/70

1st Jim Odom — Bultaco PurSang
2nd Joe Henry — Bultaco PurSang
3rd Dave Hansen — Bultaco PurSang
4th Ralph Waldman — Bultaco PurSang
TROPHY DASH
1st Jim Odom — Bultaco PurSang

DISTRICT 250cc CHAMP (WASHINGTON)

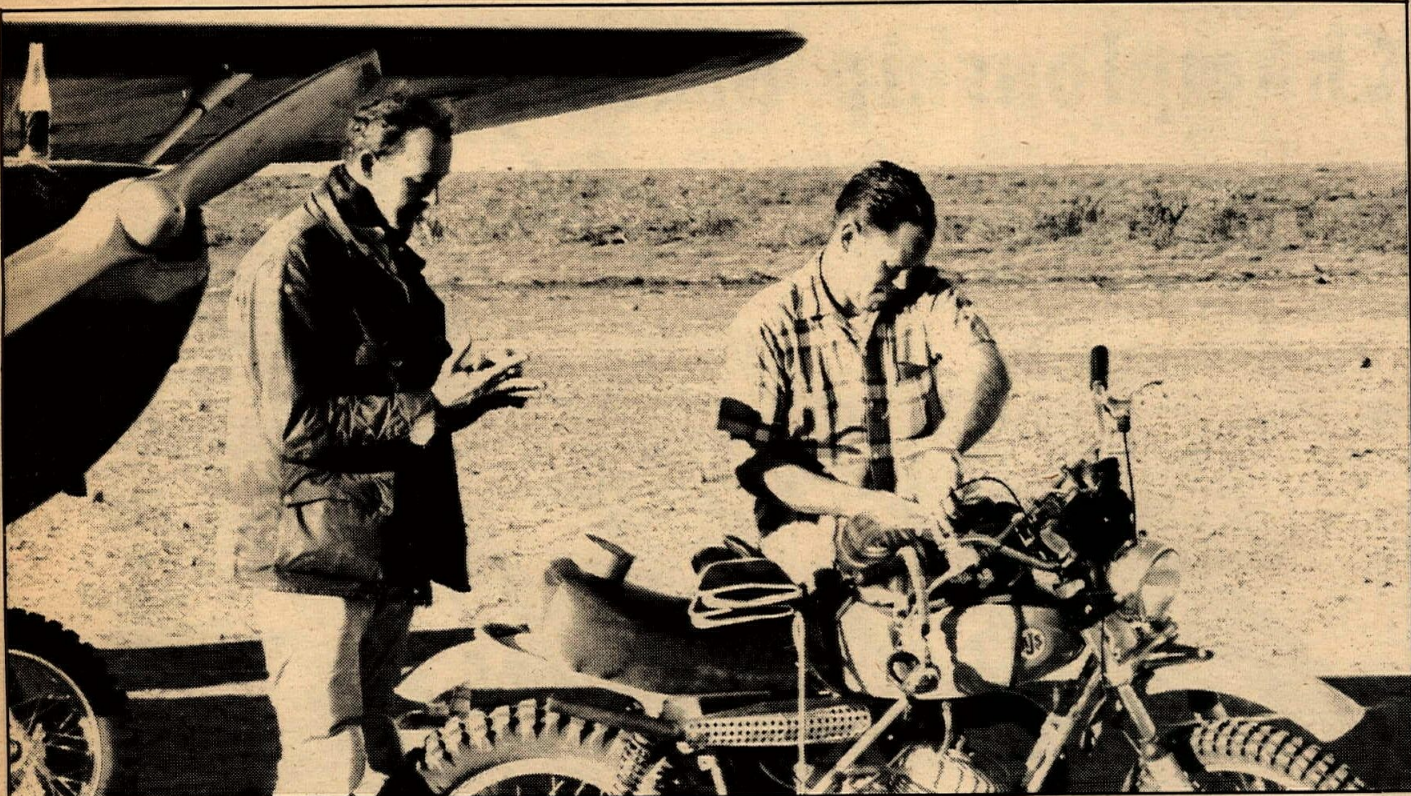
Danny Brecht — Bultaco PurSang



So. of Kern County Line — BULTACO WESTERN, 10929 Chandler Blvd., No. Hollywood, Calif. 91601 — (213) TR 7-2400
No. of Kern Co. Line — BULTACO AMERICAN, LTD., 2765 Scott Blvd., Santa Clara, Calif. 95050 — (408) 241-4672

Doug Douglas, AJS Set New Record

A HARD DAY'S RIDE: T-J TO



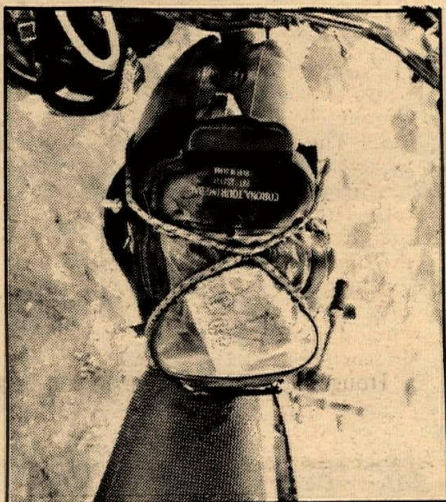
Douglas tapes his hands, and enjoys a smoke at El Rosario, while pilot Larry Rose adjust pack.

By Ron Schneiders

BAJA CALIFORNIA, MEXICO, Dec. 7, 1970 — In an incredible display of determination and skill, veteran Baja racer Doug Douglas drove the solo motorcycle record for the run between Tijuana and La Paz so low that few men are likely to make further attempts. He trimmed a whopping 11 hours and 39 minutes off of Kim Kimball's barely month-old record. Kimball had in turn cut about an hour off Dave Ekin's record of several years ago which Dave set on a Honda.

The same factor which was such a great aid to Kimball — the Baja 1000 race — also helped Douglas, but in a different way. AJS sponsored Douglas and Whitey Gregory in the Baja 1000 where they rode a very well prepared Ajay 250cc Stormer. But early in the race, Whitey fell down knocking himself unconscious and his entry out of the race. Since there had been virtually no chance to show what the new Stormer could do, and the bike was still in perfect condition, it was decided to attempt the record.

On this run there would be no NORRA gas pits, check points or radio communication, so it was necessary to have a fairly elaborate and well planned pitting operation. The run is nearly 1000 miles long and the Stormer, even with the optional large tank (3.2 gal.) and all the gas Doug could carry in canteens on his waist (1 gal.), had a range of barely 100 miles. An airplane,



Map was carried inside clear plastic top on touring bag. Doug carried a full set of tools and lots of spares in the bag.

flown by Doug's long time friend Larry Rose (with me as observer/photographer) provided part of the answer but the airplane was grounded during the hours of darkness at the beginning and end of the run. To accommodate these sections, Doug flew down the week before and stashed gas cans at appropriate spots along the way.

The run began at a chilly 3 a.m. in Tijuana, where Doug sent a telegram to mark his time of departure. The beginning was not encouraging: the lights wouldn't work. Twenty minutes' work in the dark revealed a broken connection and the run began in

earnest.

We in the plane had gone down in daylight the day before to El Rosario, about 225 miles from the start. We expected Doug to arrive sometime about 6:30 a.m. and we were already quite concerned when he finally did arrive at 7:30. Doug explained that he had just been too cold to ride as hard as he thought he could when he made his

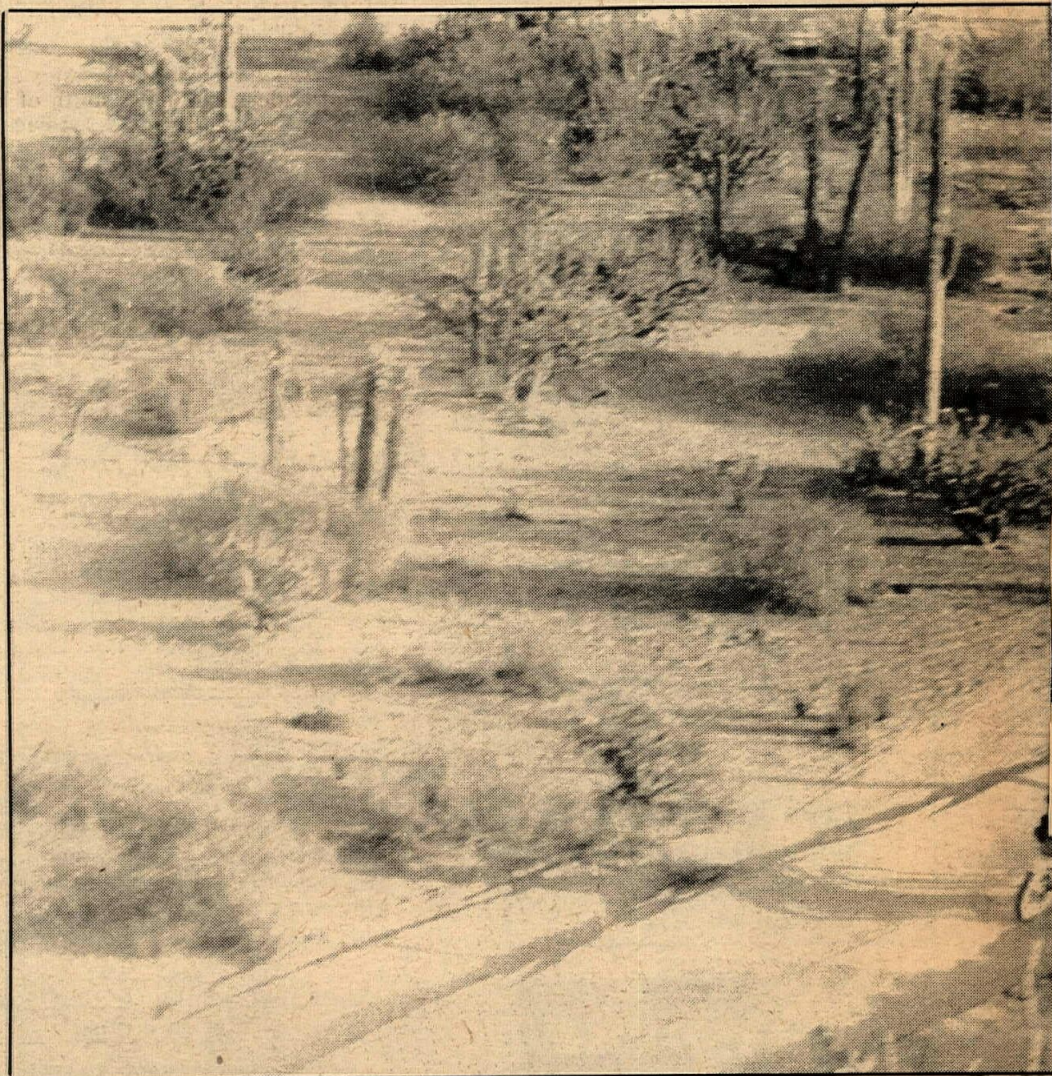
schedule, and the bulky clothing didn't help any. But now it was daylight and warming up fast. He shed the Belstaff riding pants, the gaunletted mitts, and his leather jacket which he had had been wearing under his Belstaff.

Next stop for us was Santa Ynes, an easy 45-minute ride in the plane but a tough 83-mile mountain run for Doug, over what has become known as the "Red Bluff Road". Doug finished this section in 2 hours and 37 minutes, about what he estimated, but he was still over an hour behind schedule.

The next stop was Chapuala Dry Lake, a place not too unlike our own El Mirage, with deep talcum dust that billowed up behind the rider like smoke. From the plane we could see the tracks of many cars and bikes that diverged near the lake, probably marking the driver's urge to escape the dust and ruts of his predecessor. Doug arrived in good time, neither losing nor gaining on his schedule. He was looking more fit at each stop, as though the sun were infusing him with life. It was hard to believe that he had already ridden some 350 miles, the equivalent of four continuous Hare and Hounds.

During the next section we clocked Doug as best we could in the airplane. He was doing about 75 mph over a rutted, pot-holed road that had the few trucks that we saw reduced to 20 mph or less. Our landing spot was a nasty little airfield called Punta Prieta. When Doug arrived, he had made up 15 minutes on the schedule, so we gave the bike a thorough check. There was absolutely nothing to do. We had come equipped to handle any kind of emergency from a broken wheel to a holed piston, but so far we hadn't even adjusted the chain.

The next leg was a long 102 miles and



The giant Saguaro made on the-deck flying interesting. Douglas was clocked along this stretch

Where's a road Rep?

Motorcycle Importer of Racing Machines is looking for a road Rep. for the Pac. N.W. area. Salary commensurate with experience and all expenses paid. Send resume and salary desired to Med. Intr. Personnel Office, 4790 Palm Ave., La Mesa, Calif. 92041.

YAMAHA SPORTCYCLES

NEW & USED SALES

Parts—Accessories—Service

Financing—Insurance

MASTER CHARGE—BANKAMERICARD

Discount to Ascot Racers

GENE H. MYERS

4151 Redondo Beach Blvd.,

Lawndale, Ca.

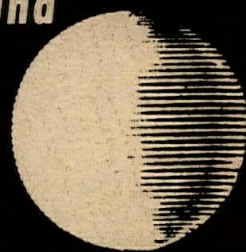
(213) 542-4047

LATE RESULT 25th November Barstow to Vegas Hare & Hound



1ST NOVICE OVERALL: DOUG GRANT(370 STORMER)

His first ever ride in the Desert!



LA PAZ IN 27 HRS., 15 MINS.



At La Paz. The Ajay had run hard but could have gone a lot farther. Modifications to the bike included Koni shocks, Akront rear rim, lights, and more padding for the seat.

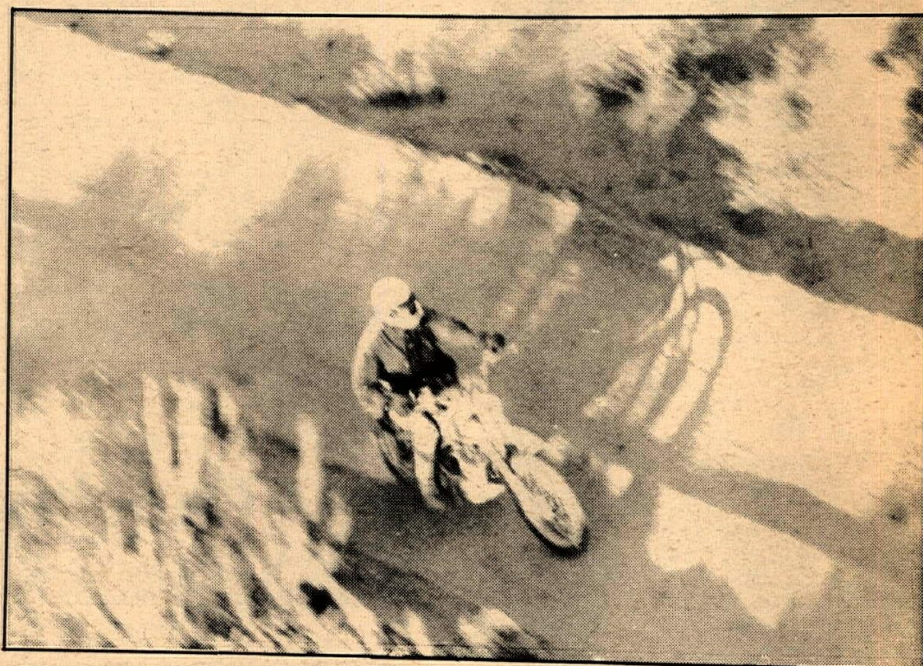
our instructions were if Doug had not arrived by 4 p.m. we were to depart for our final destination, leaving his night riding gear and gas behind for him to pick up when he got there. This was the famous halfway point, El Arco. Doug apparently got his second wind on this leg because he made up the entire 45 minutes and arrived right on the original schedule, at 3 p.m. The motor was a little rough, so Larry cleaned the points, while I changed the plug. Doug relaxed

with a cigarette and some milk, his standard rest fare. His hard charging on the last section had also caused the kickstand spring to come adrift, and one spoke in the rear wheel had broken. A bit of tape fixed both of these. The chain was lubed, but did not yet require adjustment. At this point, Doug had ridden the equivalent of one Greenhorn Enduro, but whereas the Greenhorns have two days to complete the run, he had done it in 12 straight hours. The territory, incidentally, was quite similar to that of the Greenhorn.

Our last stop for the day was a small, rough airfield near the tiny Mexican village of Cadeje, 160 miles south of El Arco. We just barely made it, landing in semi-darkness. We built a good fire and awaited Doug, whom we expected at about 6:30. Disaster. Doug got off the main route and got lost. For an hour he wandered up and down the beach, trying to find the road back. Finally he did, but then he took off in the wrong

direction heading north. Fatigue was finally making its terrible way through the body to the mind. To make matters worse, the trail here was the worst of the trip, alternating between deep, silty ruts which can throw the best rider, and smooth sections strewn with

about 30 minutes, and had his only solid food of the trip, some beef stew and a cookie, accompanied by the inevitable milk. Larry changed the air filter element, adjusted the chain and checked the lights. There was nothing else to do. We had some benzadrine and



Flying above Doug just outside El Arco.

melon-sized boulders. He came upon a truck and tried to pass, but got forced completely off the trail, at about 50 mph. The Ajay hit a boulder some 30 inches high, the front end taking a terrific jolt as the wheel rode over the top. The skid plate crashed once and then the rear wheel took hold and drove the bike over. Doug, held on and rode it through, but the penalty was a damaged wrist that was to be very painful. Finally, tired right down to his bones, he reached us at 10:30 p.m.

Doug took his longest break here,

I asked Doug if he wanted to take some. In his only serious miscalculation, he replied that although he was physically tired, he wasn't at all sleepy, so he didn't want any. At 11 p.m. he left, his riding now somewhat sloppy, but still fast. He had 34 miles of really rough road left which would end at this next gas stop at La Purisima.

Doug had stashed some gas at La Purisima earlier in the week, but someone took it. It was 80 miles to the next gas so he put all the gas from his canteens into the thirsty Ajay and tried

(Please turn to Page 42)



outh of Punta Piretta at 75 mph.

BULTACO



LOOKING
FOR A HARD
TO FIND PART?

TRY US...

Steve's BULTACO
7627 Van Nuys Blvd. 780-6300



COB16
POWER PARTS
SPORT CENTER
BOX 2276C ALHAMBRA CA.
**RICKMAN
CERIANI
HODAKA S & SS
MAGURA
FILTRON
STEEN C
SIMICROME
TACO MINI-BIKE
SUPERGOODIES!
INFORMATION
PACK - ONE
DOLLAR PPD.**

NEW HIGH PERFORMANCE SPECIALTIES FROM WEBCO for HODAKA • KAWASAKI • YAMAHA



HODAKA TWO-RING RACING PISTON

Developed for severe racing applications where total stability and maximum compression sealing are necessary. Cast from prime alloys. Features dykes type top ring with second rail ring for increased stability and positive sealing. Available in 50mm only. An ideal combination when used in conjunction with our alloy cylinder and high performance head.

=1484 ... piston, includes rings, pin and clips.....\$12.95



KAWASAKI 90, 120, 238 CYLINDER HEADS

Adds winning performance to your Kawasaki. All heads feature special performance boosting combustion chamber and increased finning for maximum cooling. May be used with or without compression release.

=1196 ... for Kawasaki 90, G3TR, G3SS\$25.95
=1774 ... for Kawasaki 120\$25.95
=2048 ... for Kawasaki 238, 250 (F-4).....\$39.95



YAMAHA 125, 175, 250 CYLINDER HEADS

Designed to improve the performance of these popular models. New type combustion chamber and finning make these heads ideal for all types of competition and trail riding. May be used with or without a compression release.

=2064 ... for AT-1 Yamaha (125cc).....\$39.95
=2063 ... for CT-1 Yamaha (175cc).....\$39.95
=1843 ... for DT-1 Yamaha (250cc).....\$39.95



WEBCO INC.

BOX 429 • VENICE, CALIFORNIA 90291

SOLD THROUGH
AUTHORIZED
DEALERS ONLY

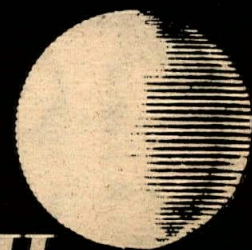
Production Machine Race Orange County International Nov. 22nd
OF COURSE

Norton

JOHN MC GILLIVRAY WAS ON A BSA WHEN HE FINISHED 3RD,

IN AMONGST THE NORTON GANG!

SOME MEAT, SOME SANDWICH



Meet Dick Burleson

By John H. Waaser

The new American Motocross Champion, Dick Burleson, is 22, single, and a mechanical engineering student, who took a semester off to contest the Trans-AMA series. He will return to school late this month, and is working as a motorcycle mechanic in Toledo, Ohio, just marking time until then.

The most cogent fact that came out in this interview was that for all the prestige, and all the talk of big prize money that was ballyhooed by the AMA, it cost Dick money out of his own pocket to become the champion. A rider who campaigned the series in the supporting events and did well would have won a lot more money than Dick did. In fact, at Delta, Ohio, Paul Reed indicated that he had been making out like a bandit, with a first and a second in the supporting events. This is largely due to the contingency money situation.

The top Americans, who finished behind several Europeans, collected only the prize money, which was paid to three places, only, in both the feature and supporting events.

Dick average \$70-\$80 a week in prize money, and had no support from Husqvarna or other trade sources.

He left Toledo for the western swing with \$550 in his pocket. In Texas he bought a Yamaha Mini Enduro at

dealers cost. When he got home, he had \$40 in his pocket, having spent the rest and all of his winnings to campaign the series.

To top it off, his van needed a new set of tires. A set of new skins just put on the Cycle News van cost over \$200.

Dick carried a 400cc Husqvarna with him, and a 250cc moto unit for the lightweight features, and changed the motor between races. He also carried Carl Berggren's machine and spare motor while Carl flew home between events.

CN: Did you run the whole series, or skip a couple of events?

Dick: I ran the whole series. You'd have to, because the point standings are geared to the consistent rider.

CN: Did you have any problems or DNF's?

Dick: Well, my handlebars loosened up and I had clutch trouble at Larue (Ohio), and I had a flat tire in New York, but I finished both of those events without losing too many places. I bent my shift lever and lost my expansion chamber at Toledo (Delta), and that hurt. After that I had absolutely no problems.

CN: How early in the series did you think that you might win the championship?

Dick: Well, I was surprised to see that I was something like third or fourth American in the first couple of events. I

knew that the point standings were geared to consistency, so I knew right away that I would be right in there if I didn't have any troubles. By the time we got to Texas, I was still pretty close to Brian (Kenny) so I figured I'd just ride to be consistent and wait for his mistakes. He ran into trouble in Texas and at Saddleback. He spilled in Texas, and I gained on him there, then his handlebars came off at Saddleback and I took the lead away from him. I just coasted home taking a 14th at Washington.

CN: What do you think of Sonny DeFeo?

Dick: He's improved quite a bit, and he improved even during this series, too. He was always fast, but now he's getting more consistent, and he's young, too.

CN: What do you think of the final Inter-Am in which the best Trans-AMA rider could only finish sixth?

Dick: (Mild Surprise) I haven't seen the results yet, so I don't know. I met Ake, though, and he's really geared to win. He's a go-getter, and he's got a lot of support. We went out to Cooper Motors and they had two guys working on that bike. Had it all apart. Husqvarna had a whole team of mechanics, too, but they weren't as well organized. It's almost like it was too big and too loose an effort.

CN: We got a kick out of the fact that Maico won the Inter-Am and



Dick Burleson will wear the coveted Nat. No. 1 m-x numberplate next year. Photo by John Wasser.

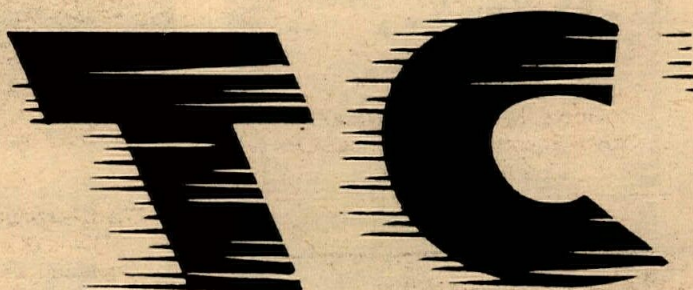
Brian Kenney Second American Trans-AMA Series 1970

Brian was sponsored by T-C LUBRICANTS and finished 5th overall in the toughest American race series ever. Brian raced his Husky against several European Champions and the best the U.S. had to offer.

Brian held the number one position until late in the series, when his handlebar broke, slowing him badly and losing him many points. This is the only mechanical problem that he experienced throughout the whole series.

Brian ran one quart of T-C LUBRICANT to three gallons of gasoline and he reported "His engine never missed a beat and never even thought about fouling a plug". He ran the same rings throughout the series and the wear was minimal. The head and piston were stained a coffee brown but there was no carbon build-up at all.

GET THE FULL POTENTIAL AND DEPENDABILITY that was built into your race bike. USE T-C — The chemical lubricant that was designed for this type of severe competition.



(Decals available upon request)

Lubricant

4300 Skylark Dr.
Englewood, Ohio 45322

WESTERN DISTRIBUTORS

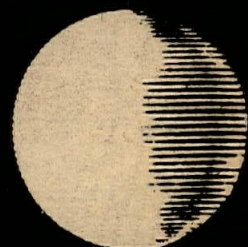
Sport Lube Specialties, P.O. Box 629, So. Gate, Calif., 90280 — (213) 863-7786
Lanes' Cycle Shop, West Hubbard St., Mineral Wells, Texas, 76067
Poly-Oil & Lube Dist., 3610 W. Indian School Rd., Phoenix, Ariz., 85019—278-6368
Cycle Speed, 3201-D Orange Grove Ave., North Highlands, Calif., 95660
Competition Products Co., 1757 Foothill Dr., Salt Lake City, Utah, 84108

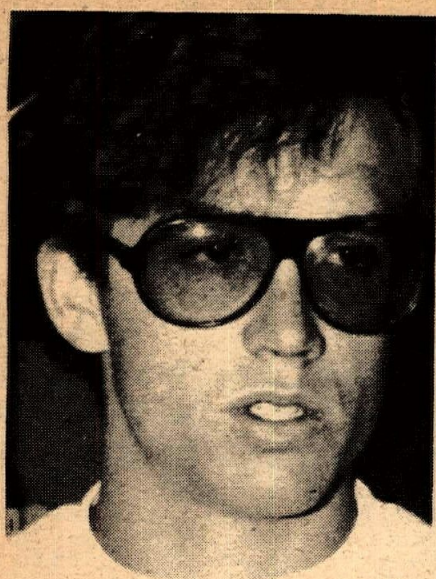


The enthusiastic people at Norton Villiers wish all their riders...

AVS

MERRY HANDLING!





Husky took top American in the Trans-AMA.

Dick: Yeah, that IS pretty funny. We had to do all of our own mechanical work, and I think that's good. You get to know every nut and bolt on the machine that way.

CN: You're right there. I would never trust a dealer to work on my machine.

Dick: Well, there are some guys I'd trust to work on mine. Gunnar (Lindstrom), for instance. Now he's helped me a lot. He really knows those machines. And he's taught me a lot about riding, too.

CN: What do you think is the best motocross machine?

Dick: (Pointing to his Husky) That right there. I raced 19 professional races this year, and took home money in 18

Eagle's Winter Scrambles

By Loretta Davidson

LA GRANGE, CALIF., Dec. 13, 1970 — Today the Westside Eagles M.C. held the first of several Winter Scrambles and rain threatened all day. The track was cushioned but fast for the racers that go! Bruce Hood did his part as he did a superb job of announcing throughout the day.

One of the many highlights of the day was the way Rod Halstead handled himself in the 100 Novice heat race. He looked like he was jet powered as he overtook and passed eight riders in the first sweeping turn. David Nelson and Dale Mathers had no easy job holding him off to take first and second leaving third for him in the main event.

Jeff Davidson looked like he was Sunday driving in the 100 Am-Expert to win first overall with Bill Cloud taking first Amateur.

The largest class of the day was the 250 Novice with 35 riders charging, falling and changing positions many times with the exception of Howard Hendry who handled his Ossa as a boss. Gordon Winters, Robert Dudley and Ron Boley put on a great show as they battled for position, finally finishing in that order.

Roy Winters had a runaway in the 250 Amateur class with no one able to come close to his Import Cycle Montesa.

Ray Huff seemed to have the 250 Expert Main sewed up until the third lap when he developed trouble and his bike quit leaving it open for his son, Dennis, to take the checkered with Gary Lozano in his rear pocket to take second.

The Open Amateur seemed to be a replay as Roy Winters did it again on another Import Cycle Montesa. Ray Huff made a different story of the Open Expert as his Yamaha appeared to have wings. He flew in for first with Tom Clark giving it all he had to take second. (Results on page 42)

of them. You can't fault reliability like that.

CN: How did you get started in scrambling?

Dick: I bought my first bike in '66...

CN: What was that?

Dick: (laugh) a Honda S-90 (We both laughed). Then I got a Victor in the fall of '67. In '68 I started scrambling the Victor. Then I got a C-Z, and in '69 I got sponsored by a Michigan dealer on a BSA Metisse. That was my first sponsor, but it was like scrambling a street bike. It didn't handle well.

CN: What did you think of the performance of the new BSA's?

Dick: Well, they always had plenty of motor. Mine had a lot of gearbox problems, though. I talked to Minert, and apparently they've fixed that. He had a lot of motor and a good gearbox, and good handling. They're really all right.

CN: What about Minert and Aldana?

Dick: Chuck is old, and he doesn't really have the stamina to keep up. Aldana impressed me for someone who hasn't ridden a lot of motocross. He put a lot of effort into it, and got better toward the end of the series.

CN: Do you think they should have gotten somebody with more experience, like Dick Mann?

Dick: I don't know about Dick Mann. (We rescinded that one, after remembering about his leg.) But it would have to be someone who has ridden BSA before, so they didn't have much choice. I've ridden BSA before, and I would have liked to have gotten one, but I was just an unknown...still am, for that matter.

CN: How long have you been on Husqvarnas?

Dick: Since about April of this year, that's all.

CN: Did they help you at all in the Trans-AMA series?

Dick: No. (At this point, the proprietor of the shop where Dick works piped up, "I don't see the phone jumping off the hook...") But next year Brian (Kenney) and I are going to Europe for the summer, and I expect Husqvarna will supply machines and parts, and maybe passage for us. Nothing definite has been worked out yet, though.

CN: Do you ever get a helpless feeling on a bike, like you're going where the bike wants you to, period?

★ PUMFREY ★ ★ BULTACO TEAM ★

Prospect. European Scr. 12/3/70
1st 250 Nov.
Allen Shirey
2nd 500 Expert
Dick Camp
3rd 500 Expert
Rick Shirey

Bay Mare Motocross 12/3/70
3rd 125cc Jr.
Rob Yount
1st Sidehack
Robert Moffitt (Pilot)
Mike Wall (Pass.)
Hours: M-S noon to 10:00 PM
21819 Sherman Way, Canoga Park
(213) 887-7696

Motorcycle Dynamometers

- ENABLES ACCURATE DETERMINATION OF TORQUE & HORSEPOWER CURVES
- ACCOMPLISH ENGINE FINE TUNING
- CONTROLLED ENGINE BREAK-IN
- PERFORMANCE TESTING OF ENGINE MODIFICATIONS

INCLUDES: HYDRAULIC WATER BRAKE & FRAME
• UNIVERSAL MOTORCYCLE SUPPORT STAND
• GAUGING
• INSTRUMENTATION

A COMPLETE SYSTEM **\$485.00**

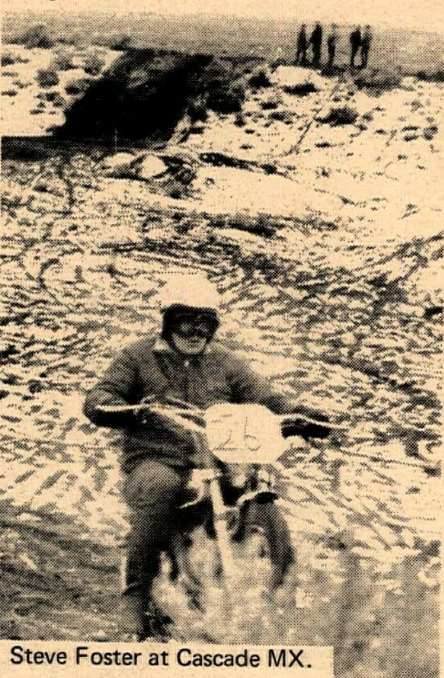
HANSON ENGINEERING CO.
P.O. Box 2354, Canoga Park, Cal.
91306 (213) 883-4570

Dick: No. Generally a bike will do just what you want it to — or rather, just what you TELL it to. The only thing I don't like is to land on the front wheel from a jump. The Husqvarna is pretty good; it's easy to keep the front end in the air. I had a Bultaco for a while, and didn't like that at all.

CN: Just one more thing. How did you travel?

Dick: I had a Ford Club Wagon (The Econoline model with windows.) I put in a kitchen sink and a bed that folds up. I'd move the Yamaha to the front and sleep on the bed. It was bad on gas, about 13 miles per gallon, and the Fords have a real bad front end. They go through tires fast. (Experience with the Cycle News van bears out both comments...)

CN: Thanks a lot Dick. And congratulations!



Steve Foster at Cascade MX.

ALTA
WORLD'S FINEST
Ultra-Lightweight
Trials Bike \$575.00
(714) 286-1001
Available Now
SAN DIEGO ALTA SUZUKI
4825 El Cajon Blvd. San Diego

Bad Weather At Moto-X

By Larry Ulrich

BEND, ORE., Dec. 13, 1970 — Due to bad weather conditions (frozen ground and snow) on the regular motocross track the Cascade M.C. moved its operations 20 miles east of Bend and laid out its unscheduled motocross course on the desert among sage brush and piles of sand and gravel. The course, slightly under 1 mile, was well liked by riders from all over Oregon.

The 125 motos were hotly contested between all riders but the spectators were treated to some real high flying battles between two Sachs mounted riders, Rick Limbeck and Butch Waymire. Limbeck won the first and last moto with Waymire taking the second, but neither won easily.

All three 250 motos were won by Keith Nerseth on a Maico, but Jack Heeter passed Nerseth several times only to have his Ossa repassed. Charles Standiford is back riding again after recovering from a broken collar bone and managed a third overall.

In the Open class Doug Aiken rode a 400 Maico to victory over the AJ's, CZ's, and Yamaha's. This was Aikens first ride on the Maico as he just sold his 250 Husky. Limbeck, whose 250 Maico is broke, borrowed a stock 360 Yamaha Enduro and gave Aiken something to worry about several times. On this tight course the power was plentiful, but the stock Yamaha suspension just didn't have it. (Results on page 42)

CUSTOM SEAT COVERS

It's easy to make your worn-out seat look new again, with a sure fit custom replacement cover. Every cover custom made to order. Black only.

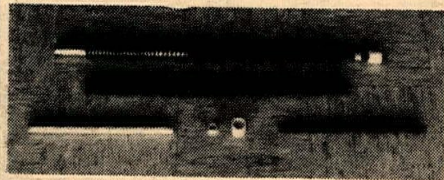
Plain	\$10.50
Pressed Pleat	12.50
Sewn Diamond	18.00
Tuck and Roll	22.00

Order by make, year and model. We pay postage. Money back guarantee.

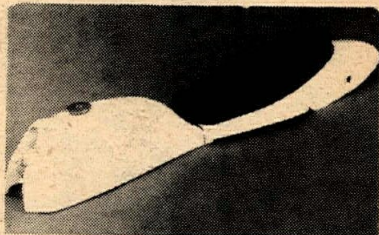
EXPRESS CYCLE AND SEAT CO.

5313 Livernois
Detroit, Michigan 48210
Michigan customers add 4% sales tax.

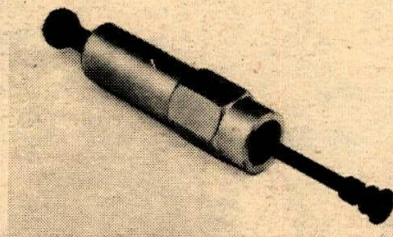
Go straight to



Super Damper — Carefully engineered by hydraulics specialists. Conversion available for Kaw. 350, Yam. 125, 175 & 360 forks. Item No. 17 \$49.95.



"Batterpruf" seat/tank combo
— Made of a rugged plastic that is light and well near indestructible. Fits Yam. Enduro and MX two stroke singles. Item No. 8 \$69.95



Universal Pin Snatcher — Simple effective pin puller fits from Hodaka to Chrysler. Adaptors included. Item No. B-20 \$8.95

Get the best accessories for your bike. Other Pacer products include: triple clamps, straight cut gears, cross country tanks, air filter and fender combinations, front fork springs, Enduro stingers, fork helper springs, Gyt kit ported sleeves, wrist pin pullers and rim jacks. Also Dist. for F.E. Plus. Dealer inquiries invited.



PACER

17841 Valley Blvd., City Of Industry, Calif. 91744 (213) 964-6503

MINI-BIKES

TACO TRAIL 100 — New, rugged, big-wheel performer — \$219.50. Other models as low as \$119.95. Kits less engine, clutch, chain at \$49.95. Send 25c for brochure, free decal. 130-p. catalog — \$1

STEEN'S BOX 2276-C ALTAMIRA, CA. 91803

LAS VEGAS, NEV. — The opening of the new half-million dollar Murray Hertz Honda agency is being heralded as the "single most advanced step taken in the retail sales of motorcycles in the nation." The Lieutenant Governor of Nevada, Ed Fike, wrote owner Hertz saying that, "Your new agency and its modern facilities will set

WORLD'S MOST BEAUTIFUL AGENCY



the pace for the nation by placing retail sales efforts on a level undreamed of before. You've given a whole new stature to the motorcycle industry."

The agency is housed in a new Spanish style building on a two-acre site at Vegas Valley Drive and Boulder Highway. Hertz, a former Las Vegas newspaperman and businessman, estimated the total cost of the project at about \$500,000. The new building has drawn praise from community and civic leaders who have inspected it as "one of the most beautiful commercial structures in the Las Vegas valley."

The building itself occupies 10,000 square feet. An unusual feature is a live snack bar located in the middle of the building. Instead of the usual vending machines, food and beverages will be served fresh to both customers and employees. The agency will handle Honda products exclusively, and Hertz estimated it will open with an initial stock of \$50,000 worth of motorcycles and upwards of \$100,000 worth of parts.

Free MX Boots & Gloves
with purchase of new CZ
\$75.00 value
South Bay Motorcycles
213 S. P.C.H., Redondo
(213) 371-3344
offer good until Christmas only



World Cycles

Moto Guzzi, Yamaha, 3303 Sunset Blvd.
BSA & Hodaka. Los Angeles, Calif. 90026
(213) 662-1151

Cycle News will be on vacation
beginning December 22, 1970
and returning January 6, 1971.

**Watch for
R.V. Enterprises**

100cc T.T. Championships

DICK DIXON'S
ALLIED CYCLE
IN NEWHALL



Benefit American MX Team

By Margaret Earnest

SANTA MARIA, CALIF., Dec. 13, 1970 — The AMX team benefit presented by the Lompoc Slo-Pokes couldn't have started off better, weather excellent, track in ideal condition and the club seemed to have things pretty

you couldn't turn from and be assured you knew the leader, as it was constantly changing, with Kevin taking the first and John a second and each congratulating the other for a good ride!

Mike David and Greg Higgins had everyone on their feet. Mike held a big lead for the first go-round and fell on



well organized for nearly 200 riders from as far away as Kansas and Texas.

The big spectator drawing card was to see some of our American team in action headed by Captain Russ Darnell, who incidentally had held a motocross school on the same track the day before. The crowd wasn't disappointed because he and Jim West put on a show with first one and then the other taking the lead. West was put out of commission for the day though when in the second moto his bike threw a chain. Local favorite Larry Greer on his brand new Maico took over the chase and ended up a strong second place for the day behind Darnell.

The Powder Puffs started the day with seven riders and Carol Davis on her Sachs had a first. Sue Bowen, riding her dad's 250 Suzuki, took home the trophy for second place.

The 100 Jrs., nearly 25 of them, went off the line and headed for the second turn when someone made a mistake and nine bikes made a spectacular pile-up. With only one bike out of the race, the re-start was used. A good go round ensued with John Dallaire and Bob Schwartz finishing first and second respectively.

One of the most exciting races of the day were with the 125 Jrs. Div. II between two young riders both mounted on Sachs, John Caldwell and Kevin Statom. Both were constantly on the alert to capitalize on the mistake of the other and they diced back and forth throughout the day. This was one race

the second so Higgins grabbed the lead, Mike was up almost immediately and picked off several riders and it became neck and neck to the finish line with the two bikes ending up in a dead heat.

The day drew on and the 250 Srs. were completing their third moto when rain and instant chaos came. Spectators scattered for shelter and most left for home. The Open Jrs. were waiting on the line with the Open Srs. in the staging area.

Every rider who hadn't ridden his third moto decided now was the time to find out how much traction he had on the now greasy track. Spilled riders, muddy riders, muddied number plates, lap checkers trying to find numbers through the windshield wipers in a nearby van. The trackmen trying to get riders not racing off the track so they could keep track of the ones who were.

The spectators who headed for home left too soon; they missed quite a show. One rider in the Open Jrs. started up the muddied ramp out of the infield, got almost to the top when his bike fell over. He slipped off and slid down the ramp and gained such momentum that he slid belly down about 20 feet into the infield.

The rider didn't get up and the flagman ran to his assistance thinking he was hurt. He didn't move because he was laughing so hard and in the next few seconds bike, rider and flagman were all face down in the mud.

The day was certainly a variety of different events, few casualties, lots of laughs and the AMXT came up a few dollars closer to sending a group to Europe.

(Results on page 42)

We service what we sell

HUSKY  **SACHS**
parts & accessories

BMW Specialties
411 West Whittier Blvd.

Montebello, Calif. 90640 (213) 724-9474

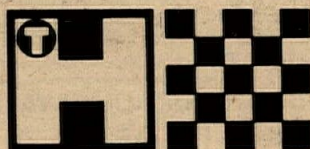
Hey Bryar, don't you need some luck, too?



Sure, but not only luck. Without my PENTON, I'd never made it. Fast, dependable and well-balanced as it is.

Bryar Holcomb has taken 22 wins for PENTON this season. That's more than luck and hard to beat. PENTON is a born winner. Ask Bryar Holcomb! Ask for a PENTON!

Note: A few dealerships available!



5345 Timken St.
Suite M
La Mesa, Calif. 92041
Tel. (714) 460-1402

Forster Hallman Racing Inc.

WEST COAST DISTRIBUTORS OF **PENTON** MOTORCYCLES

CIVIL WAR

For home and den, suitable for framing. Any item of your choice \$1.00 each. Pony Express Notice; Gen. Robert E. Lee Funeral Notice; Confederate decoding chart; Anti-Lincoln Cartoon; Jefferson Davis Election Notice; President Johnson impeachment ticket; Army orders on President Lincoln Assassination; Army Discharge Certificate; Gold Mining Stock Certificate; Draft Exemption Certificate; \$1,000 Reward for Gen. Morgan; Slave Dealer Poster; Confederacy Law of Treason Poster; Recruiting Poster; Abolitionist handbill; Underground Railroad Poster; List of slaves for Sale; K.K.K. Notice of new organization; Uncle Toms Cabins Poster; \$500 Reward for runaway Slave; Civil War Recruits Handbill; Lynching Poster; Slave Auction woodcut; Civil War handbill for Brooks Pat; Richmond Fredericksburg & Potomac Railroad Notice; Civil War Ambulance woodcut; Slave Chins Devices; General Orders Headquarters department of the South; Confederat Soldier wood cut; Horses wanted Notice; Calamity Jane handbill; Buffalo Bill Poster; Annie Oakley Poster; Reward Posters — Bill the Kid; Jesse James; Frank James; Francisco Pancho Villa; Joaquin; Belle Starr; John Wilkes Booth; The Daltons; Black Bart; Bill Doolin.

BELLS COIN SHOP

Box 276

Tolleson, Arizona 85353



calendar

(Continued from page 2)

MOTOCROSS by Pathfinders M.C. at Dunlap Cycle Park. Mail \$3 entry to Earl Taylor, 4942 E. Grant, Fresno, Ca. 93727 closes Dec. 10, \$5 post. Practice at 8:30, race at 10:30.

ICE RACING by Dusters of Colorado Springs at Rainbow Falls Park between Woodland Park and Deckers. Signup closes at 10:30, race at 12:30. \$2 entry, SRAC points. 125/175/250/Open — 3rd wheel 125/Open. No chains or studded tires. Info: (303) 633-9840, 473-3277.

SUNDAY, JAN. 24

SCRAMBLES by Westside Eagles at La Grange Rodeo Gnds., 32 mi. E. of Modesto on Hwy. 132. Signup 9-11, practice 10-10:30, race at noon. Info: (209) 532-2426.

CMC MOTOCROSS at Claude Osteen Bike Park in Steen's Metisse Trophy MX Series. Off Hwy. 71 in Pomona, follow signs from Dudley St. \$5 mail entry to CMC, Box 1402, Costa Mesa, Cal., 92626 closes five days before event. \$10 post. Signup closes at 9:30, race at 10.

MOTOCROSS by HRA at Huntington Beach Cycle Park. \$3 post entry only, must have 1971 HRA card or don't race. No mail entry. HRA card costs \$1.50; P.O. Box FA, Westminster, Calif.

MOTOCROSS by Feather River M.C. at Marysville, Cal., under "E" St. Bridge, AMA sanct. 3 No. plates required. \$2 to watch, \$4 to ride, late signups \$5. Signup & practice 7-10, race at 10:30. Trophies, prizes, Mini Moto. Info: (916) 742-7785, 743-5282.

SUNDAY, JAN. 31

MOTOCROSS by HRA at Huntington Beach Cycle Park. \$3 post entry only, must have 1971 HRA card or don't race. No mail entry. HRA card costs \$1.50; P.O. Box FA, Westminster, Calif.

ROYAL RUN, 3rd annual, by Majestics M.C. of Norwalk, Cal. Info: (213) 863-9233, 336-5249, (714) 595-8489.

SUNDAY, FEB. 7

SCRAMBLES by Westside Eagles at La Grange Rodeo Gnds., 32 mi. E. of Modesto on Hwy. 132. Signup 9-11, practice 10-10:30, race at noon. Info: (209) 532-2426.

SAWMILL ENDURO by North Bay M.C. at Upper Lake, Cal. AMA sanct. Mail \$5 entry to Max Hurlburt, 2283 W. Hearn Ave., Santa Rosa, Ca. 95401 begins Dec. 1, closes Jan. 23. Number drawing Jan. 4 at clubhouse, 2286 Woolsey Rd., Fulton, Cal. \$6 post, \$3 additional for team (3 riders). AMA sanct., AMA numbers a must. Info: (707) 542-0287.

ICE RACING by Harry's Roamers of Denver at Thorn Lake on Hwy 119 between Blackhawk and Rollinsville. Signup closes at 10:30, race at 12:30. \$2 entry, SRAC points. 125/175/250/Open — 3rd wheel 125/Open. No chains or studded tires. Info: (303) 233-6764, 233-3795.

SUNDAY, FEB. 14

HIGH MOUNTAIN ENDURO by CAI Poly Penguins starts 7 mi. N. of San Luis Obispo, limed from Santa Margarita. Mail entry only opens Jan. 5 and closes Jan. 12. \$5 entry, \$3 additional for team (3 riders). 0-125/250/Open. First rider leaves at 8:01. First 500 by postmark only. Write: Cal Poly Penguins, ASI Box 111, San Luis Obispo, Calif., 93401.

VALENTINE HARE SCRAMBLES by Checkpoint M.C. limed from Vegas Fwy in Barstow. AMA sanct., Dist. 37 pts. Start at 10, camping OK, two 40-mile loops. Info: (213) 421-9619.

CMC MOTOCROSS in Steen's Metisse Trophy MX Series at Carlsbad. \$5 mail entry to Box 1402, Costa Mesa, Cal., 92626 closes five days before event. \$10 post entry. Signup closes at 9:30, race at 10.

MOTOCROSS by Rough Riders M.C. of Hayward at Carnegie Cycle Park. Info: (415) 581-1256, 447-9027.

TROPHY

JANUARY 31, 1971
DESERT TURTLES — Info. for Ossa MX race (213) 282-6333. Info. for H&H desert race (213) 865-2603.

JAN. 15, 1971 — Starts at 7 P.M.
SAN GABRIEL VALLEY M.C. — Trophies for Barstow to Vegas, H&H & European Scr., held at Barstow & Pioneertown, Soda Dry Lake may be picked up at St. Sava Hall, 1640 S. San Gabriel Blvd., San Gabriel. Info: (213) 445-0997



Simichrome
Shines Suddenly
Simichrome is a honey
Cleans quick as a bunny
COMPETITION Tube \$1
CHEMICALS Can \$3.45
713 Estes Street
Iowa Falls, Iowa 50126



Pacific Coast Honda
2073 W. Pacific Coast Hwy.
Lomita, Ca.
Ph: (213) 326-3810
Open 7 days

Want to know where championship bike racing is going to end up next year?



At the plushest plant in racing. With the richest prize in motor-cycle competition history: over \$50,000. For the AMA 200 MILE CHAMPIONSHIP ROAD RACE OCTOBER 17, 1971
ONTARIO MOTOR SPEEDWAY
It's worth the wait

ENDURO RIDERS

Route sheet holders, mileage dial and magnifying clock holders, enduro riding book, layout supplies and clocks for clubs. Send 25¢ for catalog.

N-DURO SPECIALTIES

P.O. Box 212 Mauldin, S.C. 29662

Mike Patrick's.

YAMAHA of CORONA

1101 E. 6th St. — Corona
(714) 735-7721

Bultaco Headquarters GRAND OPENING

also handling Indian
Parts — Sales — Service
Complete line of Accessories
— Machine Shop —
Expert Mechanic for all your
Bultaco tuning

Chriscycle

7748 Garvey Ave.

Rosemead, Cal 91770

(213)280-7224

(Continued from page 37)

to make it. Almost within sight of the town he ran out, but he had seen some tractors in a barnyard and, he reasoned, where there were tractors, there was gas...Fearful that his trip would be terminated by a close range blast from a shotgun, he "borrowed" enough gas to make it into the town of Villa Constitution which marked the start of the asphalt and the start of Doug's roughest time: the literally life and death battle to stay awake.

Experienced riders know many tricks for staying awake on a motorcycle and Doug used them all. He sang, screamed, cursed, rode standing up and in awkward positions, but to no avail. He still fell asleep time after time. Finally, he concentrated on riding the white center line, but still he would drift, into sleep, and off the line. He was quite literally fighting for his life on this last stretch, because there were occasional oncoming trucks that woke him with their horns, and there were no road shoulders at all. In the morning we followed the road in the airplane and the dropoffs were frightening, even if one were awake. Doug had opened his jacket to get a blast of cold air but even that didn't help. He was simply approaching the limits of endurance. Finally, in a burst of genius or insanity, he took off his goggles and helmet and rode the last 30 miles bare-headed.

The telegraph office wasn't open when he arrived, but the night radio operator was authorized to take telegrams and Doug carefully dictated his record-breaking message. He then called his wife Glenda in Redlands and announced that he was going to bed. It was 6:15 a.m., California time, 27 hours and 15 minutes after the start.

Six hours later we had arrived and Doug joined us for lunch and a tour of the town. His fantastic body had already recuperated from its ordeal and he looked very little different from what he had looked at the start. His eyes were red, and his wrist was sore and swollen, but other than that he was fine. He couldn't say enough about the bike. "It's the best ride I've ever had," he said, "It's just impossible for a good rider to fall off of that Ajay. The handling is perfect." Through the entire ride Doug had only had to fix the lights

once and change one plug that he fouled when he stopped for gas. The bike was obviously well-worn, but it was still running strong and working well when I rode it to the airport for its flight home. But fantastic as the performance of the bike is, it is overshadowed by the performance of the man. In good summation, Doug said "Every man wants to know what his limits are. I don't know exactly what mine are, but at least I know they're someplace beyond 27 hours and 1000 miles". A sort of cockeyed grin indicated that, for the moment at least, he was satisfied with this.

BOLT-ON PERFORMANCE!

Competition proven by top Motocross and TT riders. Hi-torque or high RPM expansion chambers in either upswept or downswept styles.

EXPANSION CHAMBERS

\$39.52 F.O.B. Anaheim



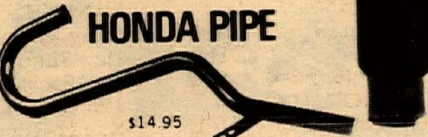
"BUILD YOUR OWN" KITS AVAILABLE

Improve the performance of your Bultaco, Yamaha, Kawasaki, Hodaka, American Eagle by installing a Bassani expansion chamber. Other models also available.

STREET SILENCERS

For street and off road riders who want a quiet machine with no loss of power or performance. Fits all expansion chambers and straight pipes. Super light weight, only 7 1/2". Guaranteed unbreakable.

\$9.95



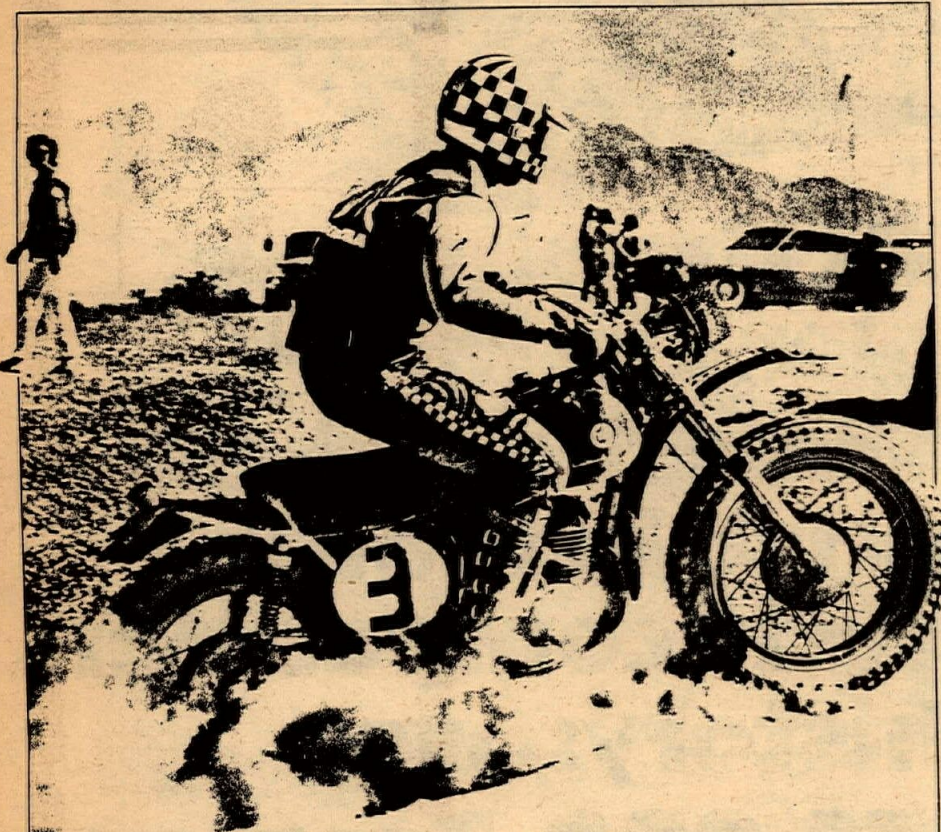
HONDA PIPE

\$14.95

Honda 100 cc straight pipe for the serious competitor! Turn your Motorsport (SL 100 or CL 100 & CB 100) into a real BLASTER. Easy installation, tucks in tight while allowing easy access to the side cover tool kit.

SEND 50¢ FOR INFORMATION

Bassani Manufacturing
1164 C Fountain Way Anaheim Calif. 92806
DEALER INQUIRIES INVITED



CYCLE NEWS WILL BE ON VACATION

beginning December 22, 1970
and returning January 6, 1971

RESULTS

MOTOCROSS
AFM Sanct.
Morgan Hill, Calif.
Dec. 20, 1970

125 JR. DIV. I	Bul
Bill Scarlett	AE
Clem Slater	Yam
Steve Finnegan	Yam
125 JR. DIV. II	Ric
Mike Collins	Puc
Ian MacLachlan	Yam
Greg Williams	Yam
125 SENIOR	Ric
Ron Huffman	Sac
Bob Grossi	Puc
John Jensen	Puc
250 JR. DIV. I	Hus
Mike Edward	Gre
Jim Dieu	Kaw
Bruce Rust	Kaw
250 JR. DIV. II	Bul
Gary Norman	Bul
Ken Carli	Mon
Ron Walters	Mon
250 SENIOR	Bul
Jim Miller	Bul
Dan Davies	Bul
Ron Davies	Bul
OPEN JR. DIV. I	Mai
Ron Womack	Mai
Dylan Cook	Mai
O.B. Urban	Hus
OPEN JR. DIV. II	C-Z
Bill Schaffer	C-Z
Dick Lacey	C-Z
Bob Eaves	Hus
OPEN SENIOR	Hus
Bob Grossi	Hus
Jim Saitone	Mai
John Dieu	Hus

TT SCRAMBLES
Elsinore, Calif.
Dec. 12, 1970

POWDER PUFF	Kaw
V. Conley	Yam
I. Byrnes	Suz
K. Jackett	Suz
100 NOV. NOV.	Suz
F. Joynes	Suz
D. Settler	Suz
M. Ball	Kaw
125 UP NOV. NOV.	Hus
M. Whitlock	Hus
K. McArthur	Yam
C. Reeves	Kaw
B. Henderson	Yam
100 NOVICE	Kaw
R. Whisner	Yam
A. Pettit	Yam
B. Smith	Yam
R. Barnes	Kaw
125 NOVICE	Bul
D. Nicol	Yam
L. Robinette	Yam
D. Rabjon	Yam
S. Bates	Yam
250 NOVICE	Oss
S. Glende	Yam
M. Peters	Yam
J. McDavid	Bul
T. Tipton	Yam
G. Barrett	Kaw
350-500 NOVICE	Mai
B. Hosford	BSA
S. Donaher	Yam
R. McLead	Mai
B. Rich M	Mai
100 EXPERT	Kaw
R. Morrison	Yam
A. Pettite	Yam
S. Willoughby	Kaw
125 EXPERT	Yam
B. Hosford	Kaw
R. Morrison	Kaw
D. Hopkins	Yam
125 EXPERT	Yam
B. Hosford	Kaw
R. Morrison	Kaw
D. Hopkins	Yam
250 EXPERT	Bul
W. Hosaka	Kaw
V. Hannon	Kaw
B. Hosford	Yam
350-500 EXPERT	Tri
M. Hannon	Tri
V. Hannon	Tri
J. Sprague	Tri
SPECIAL	Tri
V. Hannon	Tri
W. Hosaka	Tri
M. Hannon	Tri
SWEEPS	Tri
R. Morrison	Kaw

MOTOCROSS
Deadman's Point
Dec. 20, 1970
By Dave Brown

100 JR. DIV. I	Kaw
M. Tyer	Suz
N. Payne	Hod
G. Little	Hod
S. Crawford	Hod
100 JR. DIV. II	Hod
L. Brimer	Hod
S. Ageson	Hod
S. Young	Hod
J. Riggs	Hod
125 JR. DIV. I	Bul
J. Elliot	Yam
R. Achevedo	Yam
D. Grattan	Sac
P. Rizzo	Sac
W. Shirk	Sac
125 JR. DIV. II	Pen
S. Elsbree	Yam
R. Vennum	Yam
J. Travis	Yam
C. Woody	Yam
M. Gifford	Yam
250 JR. DIV. I	Oss
F. Tidwell	C-Z
A. Engelking	Oss
D. Bonds	Oss
G. Little	C-Z
250 JR. DIV. II	C-Z
S. Bebeck	Mon
K. Ratzloff	Mon
M. Cavoletto	Bul
R. Stagg	Bul
250 JR. DIV. III	C-Z
M. Thompson	C-Z
L. Ramsey	C-Z
G. Nixon	C-Z
J. Smith	Mai
500 JR.	Hus
R. Santen	Mon
B. Samuel	Mon
M. Crawford	Hus
T. Lantrip	Mai
100 INTERMEDIATE	Hon
E. Irsik	Hon
100 SENIOR	Hod
F. Wilsford Jr.	Hod
125 INTERMEDIATE	Yam
T. Rogers	Yam
125 SENIOR	Yam
D. Wambold	Yam
250 INTERMEDIATE	C-Z
J. McDonald	C-Z
C. Wagner	Hus
500 SENIOR	Hus
B. Feldkamp	Hus

MOTO-XMAS
Oak Creek Racing Assn.
Mojave, Calif.
Dec. 20, 1970

POWDER PUFF	Bul
Kathy Hubbard	Bul
Cherry Stockton	Bul
250cc SR.	Yam
Gary Jones	Yam
Steve Thompson	Hus
OPEN JR.	Hus
Ken James	Hus
Gary Garland	Hus
Tom Kelsey	C-Z
Skeeter McMurray	C-Z
Bob Klier	C-Z
Richard Miller	Mai
OPEN SENIOR	Hus
Don Bevans	Hus
Mike Meyer	C-Z
Bob Sullivan	Bul
Wayne Sullivan	Mon
125 SENIOR	Yam
Dewayne Jones	Yam
250cc JR.	Bul
Dick Gabe	C-Z
Lawrence Vejar	C-Z
Ken Lehr	Yam
Doug Montgomery	Hus
James Carter	Kaw
R. Bonnicksen	AJS
Wayne Sullivan	Mon
Mike Parker	Hus
125cc JR.	Yam
Bill Twain	Bul
Mike Van Dueson	Dot
Robie Scott	Yam
Mike Norris	Sac
Tom Stockton	Sac
Mike Conlon	Yam
Tom Kelsey	C-Z
Rich Rumble	Sac

ACA ROAD RACE
Carlsbad, Calif.
Dec. 20, 1970
By Jon Stevens

JR. G.P. CLASSES	Yam
125cc	Yam
Frans Vandenbroek	Yam
Dave Isely	Yam
175cc	Hon
Mark Revels	Bri
Bruce Martin	Bri
200cc	Yam
Dale McCreary	Yam
250cc	Yam
Mark Revels	Yam
Jim Evans	Kaw
Steve Kill	Oss
350cc	Yam
Jeff Sperry	Yam
Tom Page	Kaw
Kent Rockwell	Hon
500cc	Suz
Roger Glickman	Suz
John Thomas	Kaw
OPEN	Nor
Richard Feist	BSA
Brent Thompson	BSA
LTWT. PRODUCTION	Yam
125cc	Yam
Phil Thompson	Yam
175cc	Hon
Mark Revels	Hon
Duane Bygun	Hon
Bruce Martin	Bri
James McWorthy	Bri
200cc	Suz
Jim Damron	Yam
Dale McCreary	Yam
Pat Evans	Bul
Al Mark	Bul
HVYWT. PRODUCTION	Yam
250cc	Suz
Geoff Mazon	Oss
Rod Murufas	Suz
Pat Evans	Suz
Jim Damron	Suz
Mark Goslee	Kaw
Tom White	Yam
Bob Speier	Suz
Steve Kill	Oss
350cc	Kaw
Tom Page	Suz
Dave Damron	Hon
Mike Devlin	Hon
Doug Stanton	Hon
500cc	Kaw
John Thomas	Kaw
OPEN	BSA
John McGillivray	BSA
SR. G.P. CLASSES	Yam
125cc	Yam
Steve Froschauer	Yam
Phil Thompson	Suz
Dick Carlson	Yam
Dale Ebersole	Yam
175cc	Bri
James McWorthy	Bri
Stan Smith	Bri
200cc	Yam
Pat Evans	Oce
Jim Damron	Suz
Geoff Mazon	Suz
Al Mark Bul	Yam
250cc	Yam
John McGillivray	Yam
Tom White	Yam
Jerry Greene	Yam
Pat Evans	Yam
Geoff Mazon	Suz
Jim Damron	Oce
350cc	Yam
Steve Mallonee	Yam
Pat Evans	Yam
Jim Damron	U-G
Mike Devlin	Hon
500cc	Kaw
Dan Hanebrink	Kaw
Marty Lunde	Kaw
OPEN	BSA
John McGillivray	BSA

MOTOCROSS
Arlington, Texas
Dec. 13, 1970
By Dodie Stingley

ALL CLASS SR.	C-Z
Anthony Jones	Mai
Joe Rachel	Bul
Joe Conwell	Sac
David Musick	Mon
Kenny Ingram	Yam
Charles Eller	Pen
Ole Finstad	Yam
Ken Smith	Yam
125 JR.	Pen
Sam Menefee	Sac
Richard Peck	Sac
Ronnie Williams	Yam
250 JR.	C-Z
Terry Helm	Yam
Billy Wilson	Oss
Mike Taylor	Oss

Another champ
in our stall...
MAICO.

Mid-Valley
7550 Balboa Blvd.
Van Nuys, Cal. 91406
213 - 785-5336

RESULTS

INDOOR SHORT TRACK

Long Beach, Calif.
Dec. 19, 1970
By Bill Spencer

MAIN	
Jim Odom	Bul
Joe Henry	Bul
Dave Hansen	Bul
Ralph Waldman	Bul
Dallas Baker	Oss
Butch Corder	Tri
Mike Yarn	Bul
Bob Bailey	Hon
Gene Romero	Tri
Al Kenyon	Bul
SEMI NO. 1 1:13:36	
Al Kenyon	Bul
Mike Yarn	Bul
Gene Romero	Tri
SEMI NO. 2 1:12:64	
Joe Henry	Bul
Jim Odom	Bul
Dave Hansen	Bul
CONSOLATION	
Bob Rickerts	Bul
Dave Aldana	BSA
Bob Goodman	Bul
SPORTSMEN FINAL	
Scott Smith	Yam
Dan White	Bul
Phil McDougal	Hon
Phil McDonald	Yam
Bob Sandwich	Kaw
HEAT NO. 1	
Jim Odom	Bul
Dave Hansen	Bul
Ralph Waldman	Bul
HEAT NO. 2	
Mark Brelsford	H-D
Frank Gillespie	Tri
Jim Peterson	Oss
HEAT NO. 3	
Mike Yarn	Bul
Dallas Baker	Oss
Bob Rickerts	Bul
HEAT NO. 4	
Keith Mashburn	Yam
Bob Bailey	Hon
Don Castro	Tri
HEAT NO. 5	
Joe Henry	Bul
Butch Corder	Tri
Dave Aldana	BSA
HEAT NO. 6	
Al Kenyon	Bul
Gene Romero	Tri
Eddie Mulder	Tri

MOTOCROSS

Tijuana, Baja, Mex.

Dec. 13, 1970

By Daniel Mata

100cc	
Vagn Forridahl	Sac
Jack Mahan	Pen
Steve Kolseth	Sac
250cc	
Tom Snyder	Oss
Tom Cale	AJS
Dave Denison (tie)	Bul
Steve Parsons (tie)	Yam
500cc	
Terry Mendel	Mai
Tom Omlene	Hus
Red Bixby	Mon
OPEN	
Terry Mendel	Mai
Tom Omlene	Hus
Tom Snyder	Oss
CONSOLATION	
Dennis Schmid	Mai
Red Bixby	Mon
Frank Chism	Yam

SCRAMBLES

La Grange, Calif.

Dec. 13, 1970

By Loretta Davidson

100 NOVICE	
David Nelson	Hod
Dale Mathers	Hod
Rodney Halstead	Suz
100 AM-EX.	
Jeff Davidson	Hod
Bill Cloud	Bri
125 NOVICE	
Henry Leslie	Sac
Patrick Bazi	Mai
Hank Ackerman	Yam
175 NOVICE	
Dale Mathers	Oss
Richard Reece	Hon
200 NOVICE	
Kit Kiles	Bul
Jerry Kole	Bul
125-200 AM-EX.	
Bob Hoffman	Met
Charles Goodrich	Sac
250 NOVICE	
Howard Hendry	Oss
Gordon Winters	Hus
Robert Dudley	Oss
Ron Boley	Yam
250 AMATEUR	
Roy Winters	Mon
Robert Doran	C-Z
Mark Muscio	Bul
250 EXPERT	
Dennis Huff	Yam
Gary Lozano	Bul
Steve Young	Ric
350 NOVICE	
James Hartbaver	Kaw
Dennis Cummings	Hon
OPEN NOVICE	
Jim Cutts	Tri
Marvin Helzer	C-Z
OPEN AMATEUR	
Roy Winters	Mon
Larry Dunnagan	BSA
OPEN EXPERT	
Ray Huff	Yam
Tom Clark	Yam

SCRAMBLES

Woodland, Wash.
Dec. 13, 1970
By N. A. Williams

100cc TROPHY DASH	
A MAIN	
Billy Lewis	
Jim Curtis	
Rex Rigby	
B MAIN	
Don Dodge	
Steve McCabe	
Bill Keyser	
C MAIN	
Bob Block	
Steve Eason	
Rich Densmore	
D MAIN	
Jeff French	
Tony Wade	
Joe McCoy	
200cc TROPHY DASH	
A MAIN	
Ron Denney	
Don Dodge	
Brad Tibbits	
SCRAMBLES	
Woodland, Wash.	
Dec. 13, 1970	
By N. A. Williams	
100cc TROPHY DASH	
Rupert Dykstra-T	Kaw
A MAIN	
Billy Lewis-T	Kaw
Jim Curtis-T	Kaw
Rex Rigby	Kaw
B MAIN	
Don Dodge-T	Kaw
Steve McCabe	Kaw
Bill Keyser	Hon
C MAIN	
Bob Block-T	Kaw
Steve Eason	Kaw
Rich Densmore	Kaw
D MAIN	
Jeff French-T	Kaw
Tony Wade	Kaw
Joe McCoy	Kaw
200cc TROPHY DASH	
Ron Denney-T	Bul
A MAIN	
Ron Denney-T	Bul
Don Dodge-T	Kaw
Brad Tibbits	Bul
B MAIN 200cc	
Randy Scott*	Kaw
Buck Murphy-T	A-E
Bill Keyser	Hon
Alan Mundt	Kaw
C MAIN	
Jeff French-T	Bul
Neal Hulet	Hon
Jerry Callahan	Bul
D MAIN	
Jerry Callahan*	Bul
Mark Norin-T	Yam
Bob Slingerland	Oss
Tim Neale	Yam
250cc TROPHY DASH	
Gary Kopus-T	Kaw
A MAIN	
Gary Kopus-T	Kaw
Bill Cook-T	Mai
Ed Herrmann	Mon
B MAIN	
Brad Murray-T	C-Z
Terry Gilles	Kaw
Phil Hart	Kaw
C MAIN 250cc	
Mike Pfeifer-T	Kaw
George Jones	Oss
Dave Bennett	Kaw
D MAIN	
Steve McCabe-T	Kaw
Fritz Obritz	C-Z
Keith Forsythe	Kaw
360cc TROPHY DASH	
Bill Cook-T	Mai
A MAIN	
Bill Cook-T	Mai
Ed Herrmann-T	Mon
Jack Mills	Kaw
B MAIN	
Keith Dunn-T	C-Z
Phil Hart	Kaw
Mike Pfeifer	Kaw
C MAIN	
Dennis Fromm-T	Suz
Rich Hotchkiss	Kaw
Dave Bennett	Kaw
D MAIN 360cc	
Keith Crimm-T	Yam
Glen LaChapelle	Hus
Chris Stuart	Hon
OPEN CLASS	
Bill Cook-T	BSA
A MAIN	
Keith Dunn-T	Hon
Bill Cook-T	BSA
Rick Blackwell	Hus
B MAIN	
Jerry Ketchum-T	Hus
Dan Fuller	Tri
Dock Loomis	Tri
*Forfeit - trophy to	
move up	
T-Turky (given instead	
of Trophy.)	

MOTOCROSS

Marysville, Calif.
Dec. 6, 1970
By Larry Montgomery

100 NOVICE	
Harold Honeycutt	H-D
Jim Kearn	Hon
David Ives	Hod
John McClure	Hod
Gary Jones	Kaw
125 NOVICE	
Paul Orlandi	Sac
Jerral London	Sa
Toy Pryor	Sac
Merrill Rempfer	Sac
Bert Blark	Sac
Rick Clement	Pen
200-250 NOV. DIV. I	
Eric Nelson	Mai
Fred Manning	C-Z
Paul Kildal	Oss
Dale Neil	Hus
Bob Dudhee	Oss
Wendell Snider	Yam
DIVISION II	
Ross Westphal	Mon
Michael Andrews	Hus
Richard Bungay	C-Z
Steven Whitney	Bul
Jack Mitchell	C-Z
Maurice Deatrick	Bul
125 AMATEUR	
John Vance	Sac
Bob Moore	Sac
Norman Denny	Bul
250 AMATEUR	
Bill da Prado	Hus
Lonnie Foreman	Hus
Steve Marsh	C-Z
125 EXPERT	
Greg Hubbs	Sac
Eddie Brown	Hon
250 EXPERT	
Jerry Cahran	Mon
Ron Miller	Hus
Larry Mulock	C-Z
OPEN NOV. I	
Rich Richardson	Hus
Jack Harter	C-Z
Jim Counail	Mai
Richard Robichaud	Mai
OPEN AMATEUR	
Doug Nelson	Mai
Jayde Beaubien	BSA
Jim Tanner	Hus
OPEN NOV. DIV. II	
Daniel Fodge	Hus
Tom Walton	C-Z
Gary Geo	C-Z
Ron Frame	C-Z
OPEN EXPERT	
Ron Stockman	C-Z
Jim Sailtone	Mai

HARE SCRAMBLES

Big Hare Run
Unofficial Results
Dec. 20, 1970
By Ron Schneiders

J.N. Roberts	1st 500 Ex.	Hus
Whitey Martino	2nd 500 Ex.	Hus
Bill Friant	1st 250 Ex.	Hus
Tom Poteet	2nd 250 Ex.	Bul
Steve Kirk	3rd 500 Ex.	Mon
No. 38	1st Open Ex.	Tri
Ron Jones	1st Open Am.	Tri
Jerome Ruzicka	3rd 250 Ex.	Yam
No. 702MX	1st 250 Am.	—
Bernie Coyne	500 Expert	Hus
Eric Jensen	1st 125 Ex.	DKW

STANDINGS

Motocross Final
Lompoc Slo-Pokes M.C.
By Margaret Earnest

0-125cc CLASS	
1. Mike David	9780
2. Ricky Long	6845
3. Tom Spichtig	6700
4. Leo Fedewa	5450
5. Don Kepley	4630
6. Greg Higgins	4610
7. Tom Miles	4050
8. Allen Griswold	3900
9. Jerry Johnson	3850
10. Jeff Higgins	3840
11. Kevin Statom	3480
12. Tom Davis	3400
13. Larry Greer	3300
14. John Caldwell	3200
15. Scott Frisby	3050
16. Dennis Law	2710
17. Brad Tooley	2710
18. Mike Anderson	2690
19. Fred Joehnek	2680
20. Bruce Parsons	2550
21. Joe Foss	2510
22. John Thibadeau	2460
23. John Ostini	2420
24. Vincent Clark	2410

PERFORMANCE SPECIALISTS

PORTS, PIPES, HEADS

313 Oliver Rd., Santa Barbara
Calif. 93105, ph. 965-0628

MOTOCROSS

Bend, Oregon
Dec. 13, 1970
By Larry Ulrich

125 CLASS	
Rick Limbeck	Sac
Butch Waymire	Sac
Monte Bothum	Yam
Paul Hug	Sac
250 CLASS	
Keith Nerseth	Mai
Jack Heeter	Oss
Chas. Standiford	C-Z
OPEN CLASS	
Doug Aiken	Mai
Randy Limbeck	Yam

INDOOR SHORT TRACK

Lubbock Coliseum
Dec. 5, 1970
Lubbock, Texas
By Fran Compton

125 NOVICE MAIN	
Donald McFarland	Yam
Ray McFarland	Yam
Wendel McFarland	Yam
125 AM/EX. MAIN	
Rick Billings	Suz
David Fisher	Yam
Roy Richardson	Hon
250 NOVICE MAIN	
Rick Billings	Suz
Boyd Hutcherson	Suz
Dennis Graves	Bul
250 AM/EX. MAIN	
Lee Rodgers	Oss
Larry Fielding	Bul
Danny Sailsbury	Yam
TROPHY DASH	
Gary Bailey	Bul
MINI-VIKES	
Craig Ross	Chi
Don Shobert	Chi
Earl Stovall	Yam
125 CONSOLATION	
Randy Reynolds	Hon
250 NOV. CONSOLATION	
Kirk Ross	Bul
250 AM/EX. CONSOL.	
Joe Patton	Hon

MOTOCROSS

Santa Maria, Calif.
Dec. 13, 1970
By Margaret Earnest

POWDER PUFF	
Carol Davis	Sac
Sue Bowen	Suz
Kathy Montgomery	Hod
100cc NOVICE	
John Dallaire	Hod
Bob Schwartz	Suz
Tim Tingle	Hod
Gerald Corbaley	Hon
Henry Key	Hod
Wayne Rantz	Hon
125cc DIV. I	
Tom Spichtig	Yam
Walt Bird	Yam
Jeff Higgin	Bul
Mike King	Yam
John Oliver	Sac
125cc DIV. II	
Kevin Statom	Sac
John Caldwell	Sac
Bert Solomon	Sac
Andrew Bienvennue	Yam
Bruce Parsons	Yam
125cc EXPERT	
Mike David	Sac
Greg Higgins	Yam
Paul McDaniel	Suz
Leo Fedewa	H-D
250cc NOVICE	
Jeff Little	AJS
Mike Beanway	AJS
Michael Glover	Yam
Sherman Schnellea	C-Z
Doug Weis	Bul
Mike Anderson	AJS
Paul Sorensen	Yam
250cc EXPERT	
Dennis Law	C-Z
Jerry Johnson	Hus
Stam Peden	Hus
OPEN EXPERT	
Russ DArnell	Hus
Larry Greer	Mai
Bill Oliver	Mai
OPEN NOVICE	
Leroy Cushaway	AJS
Evan Davis	Hus
Ray Dally	Mai

250cc YAMAHA DT1 OVERSIZE PISTONS

3RD, 4TH & 5TH OVERBORE

Our Pistons & Chrome Rings are made in the U.S.A., from the best materials! Not imported junk!

more power, more miles

\$19.95 this mail order price includes piston, rings, clips, tax, & shipping!

ask your dealer, or mail order today, but insist on poppy pistons!

POPPY

1750 1/2 S. Victory Glendale, Cal.
phone (213) 246 3895 zip 91201

Dealer inquiries are invited

MAIL ORDER info;

☐ Enclosed is check / money order in full amount

Please send: (specify quantity)

☐ 3rd over (.030) piston assy

☐ 4th over (.040) piston assy

☐ 5th over (.

The devil made us do it
A.C.E. & W.M.A.

Present

3 FULL DAYS OF MOTORCYCLE RACING INDIAN DUNES PARK

2 mi. west of Castaic Junction on Hwy. 126

Info. Call (805)259-8000

1,000 CASH

JAN 1ST

SAND SCRAMBLES

Juniors 0-100cc
125cc
250cc
OPEN

Seniors 0-100cc
125cc
250cc
open

Finishers
40% Trophys
\$5 Entry fee
Cash
40%
\$5 Entry fee

Gates Open 7:AM First Race 10:AM

Sportsman Classes
3 Motos

Tim Hart
Jim Wilson
Jim West
Mike Runyard
Mark Blackwell
John DeSoto

Gates open
Sign-up 7:AM
First race 9:AM

To Pro's
Jan 3rd
Sign up
outside
main gate

rain
or
shine

P.M.R.A.
present

Professional Moto-Cross

JAN 3RD

\$1,000 CASH TO PRO'S

40% cash to sporting seniors

40% trophys to juniors

all classes \$5.00 Entry Fee

John Rice
Bruce Baron
Bob Grossi
Tom Rapp
Brad Lacky
Bob Messer

John DeSoto
Motocross School

Dec. 26th
Start 10:00 AM
\$10.00 School Fee
\$2.00 Park Entry Fee
Info: (805) 259-8000

JAN 2ND

ALL JUNIORS MOTO-CROSS
2 divisions

A
beginners 100cc
5 races 125cc
or less 250cc
open

B
more than 125cc
5 races 250cc
open

Gates Open 7:AM First Race 9:AM

Pro's 3 Motos

Bill Silverthorne
Gene Fetty
Lars Larson
Bill Clements
Gene Cannady
Jim O'Neal

want ads



2.5 GAL. QUICK FILL GAS CAN
Perfect for desert pits. Ideal for motocross and trail riders. Satisfaction guaranteed and club discounts available. Specify if for Hodaka. \$5.95 postpaid. S&R Industries, 6552 Lasaine Ave., Van Nuys, Cal. 91406. (213) 987-3233.

'70 YAMAHA 360 MX
Pacer fork kit, Konis, K&N bars & air cleaner, comp. rls., Akront rim, spl. pipe, new tire, many extras. Fast & clean. (714) 688-8143 after 5 p.m.

Go Faster With
OSSA
to Honda Del Rey
4421 S. Sepulveda
Culver City
(213) 391-6217
Complete Parts & Service

HUSKY 360. Must sell. \$600 or best offer. Phone (714) 893-3310.

Dunstall-Norton-Triumph
BSA - Honda
Wholesale - retail - also mail order
SUZUKI CITY
728 So. LaBrea Inglewood, Calif. 90301
(213) 674-1431

YAMAHA Expansion chamber, new, \$25. (213) 347-1241.

1969 YAMAHA DT1-B. Good condition. Phone (213) 454-3793.

'69 HODAKA - Barnett clutch, Filtron, RT1 rear shocks, Reed, Reed ported, expansion chamber, Webco head, pumper carb., many extras, very fast. \$300. (213) 867-0120.

MAICO
1969 1/2, 360cc, Akronts, heavy spokes, Konis, Filtron, big tank, skid plate, forks drilled, new top end, (zero miles). NEW: Clutch, rear knobby - \$700.00. (213) 980-6276.

1970 250 CZ. 5" Curnutts, Mikuni, Filtron, much more. (805) 831-0749 Bakersfield.

CUSTOM CYCLE SEAT COVER \$15.95

for Husqvarna, Hodaka, Yamaha. E-Z to install, black only, durable and long lasting. Canoga Cycle Seat, 8901 Eton No. 16, Canoga Park, California 91304.

(WANTED). JOB in Wash., Oregon area. Ten years exp. with motorcycles. Honda, Tri., Kaw., Hodaka. Prefer work in parts, as manager, or will work as mech. Will relocate first of new year. Call or write: Dave Clemo, 249 Broadway, Chula Vista, Calif. (714) 427-2468 9-6, (714) 474-1173 6-10.



1970 1/2 TRIUMPH. Absolutely must sell to best offer over \$800. Street/dirt. (213) 476-4631.

BULTACO '70 1/2 Bandido. New, still in crate, \$875.00. 360cc. (213) 597-9866.

1969 PENTON 125cc MX. Good condition, \$475 cash. (213) 588-7997.

WANTED

Yamaha 360 MX engine assy. or wrecked bike. Reasonable. (408) 252-7374.

"CZ" 250. XLNT cond., looks better than new. "AH" extra goodies. \$695. (213) 728-1136.

Quality Motorcycle Accessories
Happy New Year to all our dealers (and those who aren't)
Barry Briggs Racing
2834 Colorado Ave. Santa Monica, Cal.

MOTO BETA MOTO-X

100cc, recently bored, strengthened frame, extended wheelbase, Filtron, Mavricks, new cushion seat, new bars & controls, 19" frt. wheel, new tires, down pipe, \$425. (213) 596-7142.

250 YAMAHA 360

Make it handle by frame modification. (805) 522-2544.

'69 1/2 BULTACO SHERPA S, 100. Great cond., runs strong and reliable, one of the best handling 100's around. \$475.00. Phone (213) 355-0276.

YAMAHA 21" wheel, \$30. Jim (213) 370-1372.

NEW ZUNDAPP METISSE

All engine & trans. work done. Ready to race, \$700 or best. (213) 787-4856 evenings.

'51 CHEVY P.U./54 six, headers, Isky, Muncie trans., 2,000 miles on motor & trans. \$700.00 or trade for PurSang. (213) 286-5034.

'70 250 HUSKY. Very clean & fast. \$800.00. (213) 652-7029 any time.

JIM HUNTER Motorcycle Repair
Specializing in BSA Repairs & Used Parts
Also Mail Order
1140 S. Cypress St. Unit "A"
La Habra, Cal. 90631 - (714) 525-1504

'70 1/2 CZ, 360, folding pegs, kick stand, Bash plate, Filtron, tools. Never raced, low mileage, play bike. \$995. Las Vegas (702) 734-2295.

FOR SALE: "Sacrifice" must sell, 1969 Bultaco PurSang. Excel. cond., lo. mi., extras. (213) 585-7994.

SACHS - PENTON - ZUNDAPP

We start where the factory left off. You have a gearbox full of neutrals? We can fix 'em right. Precision Cycle, (213) 676-6123, E.C.

'68 HODAKA 100. Dirt/Street eqpmt. \$250. (213) 374-9976.

'69 SACHS 125cc. New rings, 5 ported, Akront, rear wheel, new shocks, dependable, fast. \$375.00 or best offer. (805) 526-3189.

'69 MAICO 360. Used little, like new, extras. \$800. (213) 346-1324.

K&N FILTERS

WORK
BETTER
DIRTY...



THAN OTHERS DO CLEAN!

Why? Because only K & N Air Filters utilize suspended oil to catch dust & dirt while allowing full air flow. Paper elements and foam type trap dirt which chokes your engine's performance. Find out more about K & N Air Filters

ASK YOUR LOCAL DEALER
FOR OUR FREE BROCHURE

COMPLETE OFF ROAD MOTORCYCLE
ACCESSORY CATALOG SEND \$1.00

K&N GUARANTEED
PERFORMANCE
PRODUCTS

Dept. CN
P.O. BOX 1329
RIVERSIDE, CALIF. 92501
(714) 682-8813

*MOTORCYCLES—OFF ROAD VEHICLES
AND HIGH PERFORMANCE CARS

THE BIKE SHOP EL MONTE

Parts & Service
Service on all makes
4311 North Peck Rd.
El Monte, Calif. 91732
(213) 579-4339

FEATURING MAICO

'70 MONTESA

250 Cappa, 5 speed, Filtrons, Curnutts, unbreakable fender, wide handlebars, never raced, excellent condition. \$850. (213) 322-0859.

YAMAHA DT1B. Gyt kit, desert ready, priced to sell, \$400. (714) 595-3450.

1970 BULTACO PurSang. Excellent condition, must sell, \$650. (213) 371-5389.

OSSA 175

'69 1/2 good motocross or desert bike. Knobbies, 21, Bates bars, Filtron, compression release, brand new. Only \$500.00. (213) 823-1953 after 9 p.m. nites.

'69 KAWASAKI 500cc. New custom paint, Girling shocks, good condition, \$650.00. See at Kustom Garage, 1118 So. Santa Fe, Vista, Calif. or (714) 746-5100.

1958 BSA GOLD STAR. Set up for Scrambles, includes street parts, etc. \$450; 1956 Indian/R.E. 99% stock, \$450, Taco Jack-shaft 3 HP mini, \$95. (408) 356-5726. Los Gatos.

WANTED VICTOR, will trade 1970 Honda 175cc; 1800 mi. (213) 241-1685 or (213) 781-9908 Ron.

FREE SAMPLE COPY

of Dixie Cycle News (Southern states Cycle News). Send 15 cents in coin or stamp to 3182 Glenwood Road, Decatur, Ga. 30032.

Dealers write on letterhead **GARY BANG** All Sizes in Stock
SPOKES
21426 Sherman Way
Canoga Park, Calif. 91303
(213) 348-8963

BULTACO SALE: Two PurSangs, one 250cc Sherpa. Fresh machine, Filtrons, compression releases, etc. Ready to go and priced to sell. (213) 670-0349.

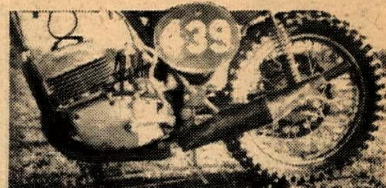
1970 HONDA CL70K like new, \$240. (714) 956-3409.

1969 SHERPA "T"

\$525.00 - Bultaco 5 speed, 250cc. 215 lbs., S. Miller fender stays and '70 foot brake, '70 chain tensioner, unbreakable plastic fenders, spark arrester, Filtron. (213) 660-1152.

SCUDERIA HUSQVARNA

250, 360 & 400, race ready. 2419 ARTESIA BLVD., REDONDO BEACH. (213) 542-1695.



Need that extra power?

Downswept Chambers
CZ 250/360 \$39.95

Northridge Cycle Products
18854 Muirkirk Dr.
Northridge, Ca. 91324 (213) 360-7251

'63 YELLOW SUBMARINE

V.W. with '67 engine, new paint, new leather, everything works, a real runner. \$700 cash or trade for street bike of equal value. Call (213) 424-8770.

SEASONS GREETINGS

Modesett Engineering
& Mfg.
Specialist in Motorcycle Competition
Equipment
4832 Eureka, Yorba Linda, Cal.
(714) 528-1226

'69 BULTACO 125 SHERPA S. Good condition, Reed valve, 21", new fenders, new chain. Want to trade for built Hodaka plus \$150 or just \$500. (213) 340-5565.

'70 1/2 CZ 360cc. GIRLING shocks, skid plate, kick stand, extra Filtrons, spares kit, carb. quick drain, folding pegs, very fast. Must sell \$385. (213) 764-8208.

1969 EL CAMINO

307 V8 3 speed/posi., H-D suspension mags, new tires, xlnt. cond., out of work, must sell. \$2400 or best offer. (213) 845-5191.

1970 YAMAHA 250 ENDURO. 3 months old, better than new, trade for 1970 Bultaco, Montesa or Ossa trials bike or sell for \$695.00. Chuck (714) 897-4498.

BULTACO Sherpa S 200cc. Never raced, few miles, X-cond. (213) 448-2259.

CHROME WHEELS and tires to fit Datsun Pick-up, \$125.00. (213) 893-4363.

KAWASAKI - BSA
MAICO - MOTO-GUZZI - DUCATI - SACHS
SALES - SERVICE - PARTS

Action Cycle

19322 Beach Blvd., Huntington Beach
(714) 536-3223

'70 OSSA. Akronts, custom seat & paint, Curnutts, excellent condition, very dependable. (213) 671-3851.

'69 1/2 YAMAHA DT1B. 1700 mi., practically a virgin, incl. car tote rack, Buddy seat, etc. \$625. (213) 847-4238 (days); (213) 479-5498 (eves.)

SUPER FAST SACHS

1970 Engineered by Rick Vesco - Porting, Mikuni carb, exhaust, bars, air bag, Akront wheel, new trans. Perfect, fast, motor. \$525.00. 4244 1/2 Chamoune Ave., San Diego. (714) 282-4384.

1969 1/2 YAMAHA 125 MOTOCROSS, 21 wheel, fork brace and high fender. Comp. release, Koni shocks, fast and many extras. Must see. \$425. (213) 421-8110.

1970 A MODEL PURSANG. Like new, K&N bars, comp. release, good Christmas gift, \$700.00. After 5:00 (714) 823-2169. Ask for Steve.

'69 TRIUMPH TRIDENT sale price, \$995.00. Bill Robertson & Sons, 5525 Santa Monica, Hollywood, Ca. (213) 467-2112.

OVERSTOCK SALE: 1971 BUL. SHERPA T trials w/spark arrester & off road lights. (714) 283-2078. 4701 El Cajon, San Diego.

RACERS ARE WELCOME

At
Adelanto Chevron
Any Enduro Expansion Chamber
\$27.50
NGK Plugs 85 cents
Adelanto, Calif.

1967-650 TRIUMPH TR6

Set up for desert, new motor, new tires. See to believe. (213) 679-3483.

MOVING???

PLEASE CHECK ONE:

- ☐ Second Class Subscription
- ☐ First Class Subscription
- ☐ Air Mail Subscription

Second class mail is NOT forwardable. Send us your new address as soon as possible, so you won't miss an issue.

NAME: _____

NEW ADDRESS: _____

CITY: _____

STATE: _____ ZIP: _____

Attach here old address
label from CYCLE NEWS

Allow
two weeks for
address change.

ORANGE COUNTY Cycle EAST

Husky, Honda, Yamaha, Norton, Rickman 1211 S. Main Santa Ana, Ca. (714) 542-2334

'68 1/2 MONTESA 250. Desert ready, compression release, Ceriani rear, extended swing arm, Akronts, new piston and rings, new seals and gaskets, new knobby, must see. (213) 869-6857.

SACHS 125

1970 Motocross model, custom expansion chamber, extra sprockets, like new \$500.00. After 3 p.m. call (213) 346-6224.

360 MONTESA CAPRA. Clean, extras, \$600. (213) 391-8550.

FOR SALE: Late 1969 CZ 250cc. Like new, extra parts kit, Laguna Bch. (714) 494-5527 or Redlands (714) 792-1227.

1970 1/2 BULTACO SHERPA 125

Expertly maintained, many extras, in great shape. \$850.00 new, sacrifice \$550.00. After 5 p.m. (714) 644-8304.

1970 1/2 PENTON 125. 4 mo. old, must see, \$550. (213) 372-4523.

BSA 650 STREET/DIRT. Cerianis, extra parts. (213) 836-4150 eves.

RACING INSURANCE FOR TRACK OWNERS, PROMOTERS AND CLUBS - S. HARRIS PINSKY OF MICHAEL BENDER & ASSOCIATES, INC. 5225 WILSHIRE BOULEVARD, Suite 717 L.A., Calif. 90036 (213) 937-2011 BROKER INQUIRIES INVITED

CZ 250 CONLEY DOWNPIPE - Leathers, DT1 barrel, head, rear wheel - Offer. (714) 479-0253.

'69 DT1B FULL GYT KIT

21" Akront front wheel, fork brace, new rear knobby, extra expansion chamber. \$550. (714) 968-3554.

LEADING LINK FORKS ('69 Greeves). 2.75x21" Trials Dunlop, like new, make offer. (213) 579-1967.

'68 HONDA 125cc SCRAMBLER. Good condition, street licensed, \$200.00. (213) 830-5701.

1970 YAMAHA 360 MX. Excellent condition, Curnutt shocks, 2 pipes, \$725.00. (213) 328-6916.

TECH WRITER

Salary Open

National distributor has opening for two technical writers in Los Angeles area. M.E. degree required, plus extensive motorcycle background. Send Resume to Cycle News, Box 498-A, 2499 Cerritos, Long Beach, Ca. 90801.

WE CAN DO IT

Special design & fabrication / heli-arc / machine shop / exhaust systems / repairs / competition accessories and preparation from moto-x to Bonneville.

Wheelsmith Engineering 3635 W. McFadden Santa Ana, Calif. 92703 (714) 839-0150

1970 GREEVES GRIFFON desert, 250cc. Low mileage, many extras. (213) 286-7997.

'68 HODAKA. 24mm carb, Roehr front forks, Mavricks rear shocks, rake plate, Barnett clutch, Dykes piston, ported, hi. comp. head, Rickman bars, low pipe. (213) 831-4308.

1966 "305" HONDA SCRAMBLER

Redesigned front suspension, rebuilt engine, with low pipes, immaculate condition!! Call after 6:00 p.m. (213) 447-2475.

\$350.00. SUZUKI SAVAGE 250. Perf. cond., 1969. (213) 645-8005.

'68 MAICO 360cc X4, MX. Excellent cond., new piston, rings, bearings and seals, 21" front wheel, high pipe, skid plate, long wheelbase, good desert bike, \$450. (213) 330-0531.

1969 HUSQVARNA 250. Good condition, new top end, \$650.00. (714) 745-2540.

Suzuki, Greeves, Ossa, C-Z, Maico, Penton

DOWNEN'S INC.

11835 E. Carson St.
Hawaiian Gardens, Ca. 90716
(1 1/2 Blks. E. of 605 Fwy. off ramp)
(714) 521-5343 or (213) 421-1655
Hrs: Mon.-Fri. 9-7, Sat. 9-4, Closed Sun.

1970 BULTACO PurSang. X-condition, mechanic's bike, \$700.00. (213) TO 9-5159.

FREE - 2.50 18 tires, '58 VW Pickup, \$350.00. (213) 396-0754.

TRADE - SUPER Desert or MX. 238cc, Ceriani forks, Girlings, Webco head, comp. release, Filtron, racing mag, 19 & 21 Akronts, knobbies, stainless spokes, excellent cond. Many extras - too big for son - want 125 MX. (714) 531-2712.

UNCLE ERNIE

Thanks a million! This will be the merriest Christmas I've ever had. I'll remember it always. Your Number 1 Nephew.

KAWASAKI GREENSTREAK Jr. 1970 1/2, like new, never raced, extras. \$475. (213) 675-7915.

'70 (125 MX) 21" (new) high fender, etc. \$450.00. (213) 429-7725. Extras.

BULTACO Parts & Service

Gary Griffin now at Yamaha of El Monte
2859 North Durfee Ave.
(213) 442-5800 El Monte, Calif. 91732

1970 1/2 YAMAHA 125 Enduro. 500 miles, just like new, Roehr Brothers expansion chamber, forestry approved muffler, street legal muffler, fork brace. \$475.00. (213) 288-6605.

MICRO METISSE

New Rickman 125. For details call R. Oates (714) 745-3008 after 5:30.

MAICO SALE

Used 1970 Maico 400, \$895.00. 1970 Maico 250, \$845.00. 1969 Maico 360, \$695.00. 1969 Maico 360, \$595.00. New 1970 Maico 400, \$1,169.00. 1970 Maico 400, \$1,169.00. 1970 Maico 250, \$969.00. New 1971 Maicos in stock. Orange County Cycle West, 205 N. Harbor Blvd., Santa Ana (714) 531-9984 or 531-9989.

CHIEF INSTRUCTOR

Salary Open

Must have teaching credentials, also supervisory and motorcycling background. Send Resume to Cycle News, Box 498-A, 2499 Cerritos, Long Beach, Ca. 90801.

MAVERICK MINI BIKE. Full Gyt kit, down pipe, MX bars, fast & clean. \$210.00. Also Suzuki 90 racing mag, new \$37.00. (213) 864-9950.

TWO - 1970 125cc AMERICAN EAGLE/ZUNDAPP

Moto-X. Bought new in Sept. Both have Filtron, shift kit & pink slip, never raced, \$550 each. (714) 529-8762.

TACO MINI BIKE, 1969. 3 hrs., like new, springs on front forks. \$80.00. Call (213) 248-3839.

1969 YAMAHA DT1 street equipment, compression release, never raced. \$500.00. (213) 242-0689.

'69 EL CAMINO 350. Turbo hydro, P-S & P-B, air, chrome wheels, 12,000 mi., very clean, '71 tags incl., tie downs. \$2,900. (213) 282-3706.

1970 CZ FRONT END complete, \$65.00. Stock 250cc head, barrel & piston, \$50.00. Fenders, tank etc. Make offer. 130% Oak Dr. (in Oak View, Calif.) after 5:00 p.m.

'70 HODAKA B. Two months old, used 5 times, never raced, hi comp. head, chamber, skid plate, 26mm, Filtron, knobby, absolutely perfect. \$400.00. (714) 599-2944.

FREE SAMPLE COPY

of Cycle News East (the eastern states Cycle News). Send 15 cents in coin or stamps to Cycle News East, P.O. Box 13, Amherst, Ohio 44001.

TWO - 1970 125cc American Eagle-Zundapp Motocross - Bought new in Sept. Both have Filtron, shift kit, and pink slips. Never raced. \$550.00 each. (714) 529-8762.

X-MAS SALE HOP-UP KITS

90's & 250's Save 25%

Town & Country Cycle
411 S. Brookhurst
Fullerton 871-2460

1969 HUSKY 250

Never raced - must see, sacrifice, \$750.00. (714) 842-5438.

1969 YAMAHA AT1-MX. 21" rim, 30m.m. carb & Curnutt shocks. \$400. (213) 328-3373.

'69 SACHS ENDURO. Filtron and other extras, never raced, 150 total miles, excellent condition. \$460.00. (213) 941-5307.

'65 PLYMOUTH BARRACUDA, 6, auto., buckets, \$800. After 6 p.m. (213) 963-3258.

2 RUN BIKE TRAILER possible 3. 73cc Sachs motor. (805) 495-6230.

'69 MAICO X4A - MX

Akront, Filtron, Mikuni carb, excellent shape. Call (714) 823-8776.

'66 RANCHERO, 289, auto., P/S, A/C, R/H, gauges, new paint, tires, fiberglass top for bed (bed height), clean, \$1400. After 6 p.m. (213) 963-3258.

CRANK REALIGNING PUCH PORTING SPECIALISTS
SUZUKI MAICO

Mail Order On All Parts 213-980-3715
COLE BROS. M/C
5906 Lankershim Blvd. N. Hollywood

ORANGE COUNTY Cycle WEST

CZ, AJS, Maico, 205 N. Harbor
Penton, Yamaha, Santa Ana, Ca.
Norton (714) 531-9984

SEA BREEZE

Has convinced the property owners to reopen the M/C Park for the people during December. They can ride at a reduced rate of \$2.00 per bike and rider. Closing day is January 4th. The hills are beautiful and green.

HODAKA 100 with expansion, good trail bike, clean. (213) 422-7613.

'68 BULTACO LOBITO. Excellent condition, 2200 miles, moving. \$275. (213) 347-9074.

Montesa · SACHS · DUCATI
Competition
Service, Inc.
1244 NO. GAFFEY ST.
SAN PEDRO, CALIF. 90731
PHONE 547-2203

BULTACO 1970 PurSang. 10 hours, 3rd Santa Fre National, comp. release. \$725.00. (213) 341-3840 or 341-1619 ask for Marv.

WANT TO BE A WINNER?

Super Hodaka, 69%. Winner of over 20 races. 19 in. front wheel, extra heavy duty rims, motocross tires, bar, fenders, Cerianis front & rear. Racing head, Turner porting & Reed big carb, straight cuts, new trans., Filtron, Turner pipe (made for bike), Barnett clutch, Dykes piston. Fastest 100 in CMC (puts out 21 HP.) \$1200.00 invested, will sacrifice. (213) 634-4609 ask for Ron.

1969 MONTESA LaCross 250cc. Good shape, \$500. (213) 335-4762.

1970 YAMAHA MX - Extras, xInt. condition, \$595.00. (714) 249-3841.

'69 1/2 YAMAHA 125 MX. 21" wheel, Curnutt shocks, Filtron, moto-x handlebars, compression release, high fender, fork brace, quick and super sanitary. Over \$900 invested, \$395. (213) 862-9871.

Porting Reed Porting

TURNERS EXPANSION CHAMBERS

Custom Work-New Low Prices

8052 E. Rosecrans

Paramount, Calif. 90723

(213) 531-1619

Daily 10-6

'70 SACH'S MX

3 mos. old, Akront, Filtron, excellent shape. Call (714) 823-8776.

TRADE (OR SELL) 14' Burchcraft boat. 30 H.P. Johnson electric, large wheel trailer, runs perfect, (will demonstrate), water ski's & extras, for motorcycle. (714) 521-8972.

'69 YAMAHA 175. Excellent condition, extras. \$475.00. (213) 422-4695.

Name _____

Address _____

City _____

State _____

PLEASE PRINT AD HERE



Ten Words - \$1
Twenty Five words - \$2
Headline in BOLD TYPE \$1 extra
Pictures \$3 extra

COMMERCIAL ADVERTISERS RATE
Ten words \$2.00
Twenty five words \$4.00
Bold Line \$2.00
Photo \$6.00 (Your Photo)
Extra word - 20¢ each
FREE ADS (10 words maximum)
If you have something to give away

MAIL TO: CYCLE NEWS, P.O. BOX 498, LONG BEACH, CALIF. 90801

(Include area code with phone number.)

Husqvarna mounted Dick Burleson becomes first AMA Grand National Motocross Champion.



With the wind up of the Trans-AMA Series at Puyallup, Washington on November 29th, Husky rider Dick Burleson became the first AMA Grand National Motocross Champion. Dick will carry the coveted number one plate into the 1971 season. Husky riders Brian Kenny and Carl Berggren finished 2nd and 4th American for the series and will carry the number 2 and 4 plates respectively.

14045¢

Husqvarna
OF SWEDEN



Eastern Distributor: Penton Imports, 1900 Elyria Avenue, Lorain, Ohio 44052
Western Distributor: Med-International, 4790 Palm Avenue, La Mesa, California 92041
Canadian Distributors: North York World Trade, 1-5 Essa Road, Barrie, Ontario
Steen Hansen Motor, 3619 109th Street, Edmonton 73, Alberta